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.

1.02 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 Loco Pilot of a train, under the system of working, to enter the block section with his train;

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

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

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

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

(11) **'Centralised Traffic Control' means a system by which the working of trains over a route, to which the system applies, is governed by fixed signals remotely controlled from a designated place;**

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

(13) **'Commissioner of Railway Safety' means a Commissioner of Railway Safety appointed to exercise any functions under the act, and includes the Chief Commissioner of Railway Safety;**

(14) **'competent railway servant' means a railway servant duly qualified to undertake and perform the duties entrusted to him;**

(15) **'connections' when used with reference to 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;**

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(18) 'direction of traffic' means-

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

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

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

(20) 'electrical communication instrument' means a telephone instrument;

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

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

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

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

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

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

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

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

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

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

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

(32) "Intermediate Block Signalling" means an arrangement of signalling on single line or double line or multiple line in which a long block section is spilt into two portions each constituting a separate block section by providing an Intermediate Block Post;"

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

(34) 'last Stop signal' means, the fixed Stop signal of a station controlling the entry of trains into the next block section;

(35) 'level crossing' means, the intersection of road with railway track at the same level;

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

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

(38) 'main line' means, the line ordinarily used for running trains through and between stations;

(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, train intended for the carriage of passengers and goods, or of passengers , animals and goods;**

(41) **'multiple-aspect signalling' means, a signalling arrangement in which signals display at any one time any one of the three or more aspects and in which the aspect of every signal is pre-warned by the aspect of the previous signal or signals;**

(42) **'night' means from sunset to sunrise;**

(43) **'obstruction' and its cognate expression includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains;**

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

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

(46) **'point and trap indicators' are not signals , but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set;**

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

(48) **'running train' means a train which has started under an authority to proceed and has not completed its journey;**

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

(50) 'special instructions' means instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

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

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

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

(54) 'station section' means that section of station limits –

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

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

(b) on a single line-

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

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

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

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

(a) on a double line-

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

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

(b) on a single line-

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

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

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

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

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

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

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

(60) 'two-aspect signalling' means a signalling arrangement in which each signal displays at any one time either of the two aspects.

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1.03 CLASSIFICATION OF STATIONS.—

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

(2) Block stations are those at which the Loco Pilot must obtain an authority to proceed, under the system of working, to enter the block section with his train; and under the Absolute Block System consist of three classes–

Class 'A' stations – where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 meters beyond the Home signal, or upto the Starter;

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

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

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

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CHAPTER II

RULES APPLYING TO RAILWAY SERVANTS GENERALLY

2.01 SUPPLY OF COPIES OF RULES. – The Railway Administration shall supply –

(a) a copy of these Rules –

(i) to each station,

(ii) to each locomotive running shed and

(iii) to such other offices as it may prescribe,

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

(c) to any railway servant a copy of these rules or translation of the said rules or of such portions, thereof as relate to his duties, as may be prescribed by Special Instructions.

2.02 UPKEEP OF THE COPY OF RULES.—Each railway servant, who has been supplied with a copy of these rules, as prescribed under rule 2.01, shall—

(a) keep it posted with all corrections,

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

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

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

2.03 KNOWLEDGE OF RULES.—Every railway servant shall—

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

(b) pass the prescribed examinations, if any,

(c) satisfy himself that 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.

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2.04 ASSISTANCE IN OBSERVANCE OF RULES.—Every railway servant shall render assistance in carrying out these rules and report promptly any breach thereof, which may come to his notice, to his superior officer and other authority concerned.

2.05 PREVENTION OF TRESPASS, DAMAGE OR LOSS.—

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

(2) Every railway servant shall endeavour to prevent--

(a) trespass on railway premises,
(b) theft, damage or loss of railway property,
(c) injury to himself and others and
(d) fire in railway premises.

2.06 OBEDIENCE TO RULES AND ORDERS.—Every railway servant shall promptly observe and obey—

(a) all rules and special instructions and

(b) all lawful orders given by his superiors.

2.07 ATTENDANCE FOR DUTY.—Every railway servant shall be in attendance for duty, at such times and places and for such periods as may be fixed in this behalf by the Railway

Administration and shall also attend, at any other time and place at which his services may be required.

2.08 ABSENCE FROM DUTY.—

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

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

2.09 TAKING ALCOHOLIC DRINK, SEDATIVE, NARCOTIC, STIMULANT DRUG OR PREPARATION.—

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

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

2.10 CONDUCT OF RAILWAY SERVANTS.—A railway servant shall—

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

(b) be prompt, civil and courteous,

(c) not solicit or accept illegal gratification,

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

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

2.11 DUTY FOR SECURING SAFETY.—

(1) Every railway servant shall—

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

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

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

(2) Every railway servant who observes--

(a) that any signal is defective,

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

(c) any thing wrong with a train, or

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

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

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CHAPTER III

SIGNALS

A. GENERAL PROVISIONS

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

3.02 KINDS OF SIGNALS.—The signals to be used for controlling the movement of trains shall be—

(a) fixed signals,

(b) hand signals,

(c) detonating signals and

(d) flare signals.

3.03 USE OF NIGHT SIGNALS BY DAY.—The signals prescribed in these rules for use by night shall also be used by day in tunnels and in thick, foggy or tempestuous weather impairing visibility.

3.04 PLACING OF SIGNALS AND SIGNAL ARMS; PAINTING OF SIGNAL ARMS.—

(1) Fixed signals shall be clearly visible to the Loco Pilots of trains approaching them and shall be placed immediately to the left of or above the line to which they refer, unless otherwise authorised by special instructions.

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

(3)(a) Except as provided for in clauses (b) and (c), signal arms shall be painted with 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.

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

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

B. DESCRIPTION OF FIXED SIGNALS

3.05 USE OF FIXED SIGNALS.—

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

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

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

(3) **The aspects of a colour light and position light signal both by day and by night shall be the same and shall be displayed by fixed light or lights.**

(4) **The arm of a semaphore signal shall work in –**

(a) **the lower quadrant in two – aspect signalling and**

(b) **the upper quadrant in manually operated multiple-aspect signalling.**

(5) **The 'off' position of a semaphore signal shall be displayed by day by the inclined position of the arm from 45^0 to 60^0 below the horizontal in case of two-aspect lower quadrant signals and 45^0 or 90^0 above the horizontal in case of multiple-aspect upper quadrant signals.**

3.06 DESCRIPTION OF WARNER SIGNALS AND THEIR INDICATIONS.—

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

(2) **A Warner signal is intended to warn a Loco Pilot—**

(a) **of the condition of the block section ahead, or**

(b) **that he is approaching a Stop signal.**

(3) **A Warner signal may be placed either—**

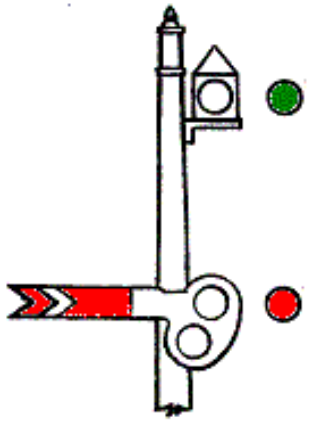
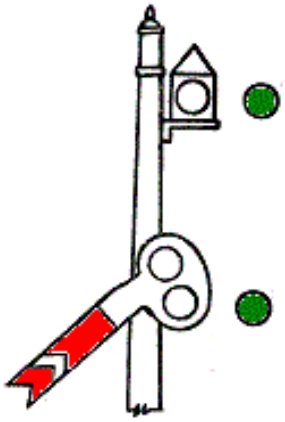
(a) **on a post by itself with a fixed green light 1.5 to 2 metres above it by night, or**

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

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

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

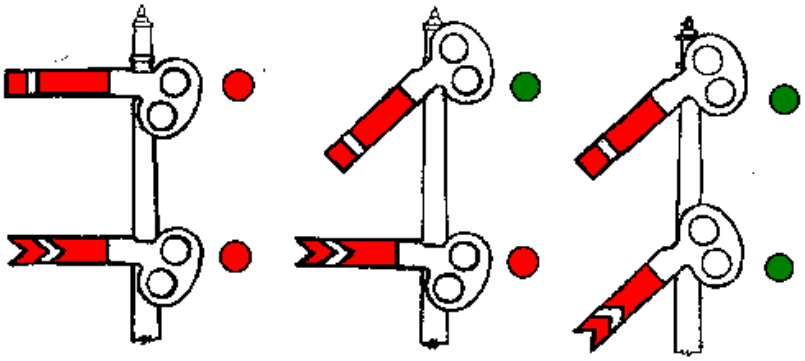
(a) **Semaphore Warner signal in Two-Aspect Signalling Territory – on a post by itself**

	'On' position	**'Off' position**
		
ASPECT:	**Proceed with caution**	**Proceed**
Indication:	**Proceed with caution and be prepared to stop at the next Stop signal**	**Proceed**

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

'On' position **'Off' position**

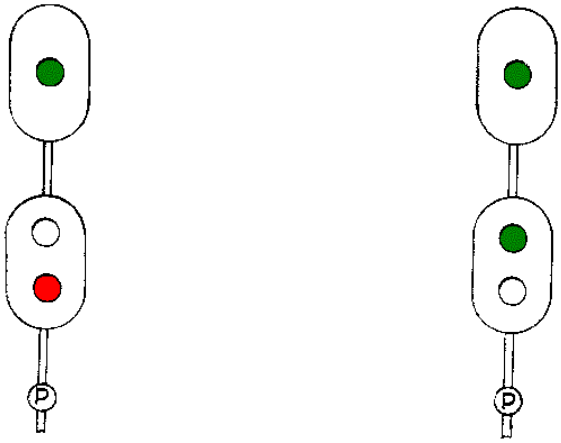


ASPECT:	**Stop**	**Proceed with caution**	**Proceed**
Indication:	**Stop dead**	**Proceed with caution and be prepared to stop at the next Stop signal**	**Proceed**

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

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

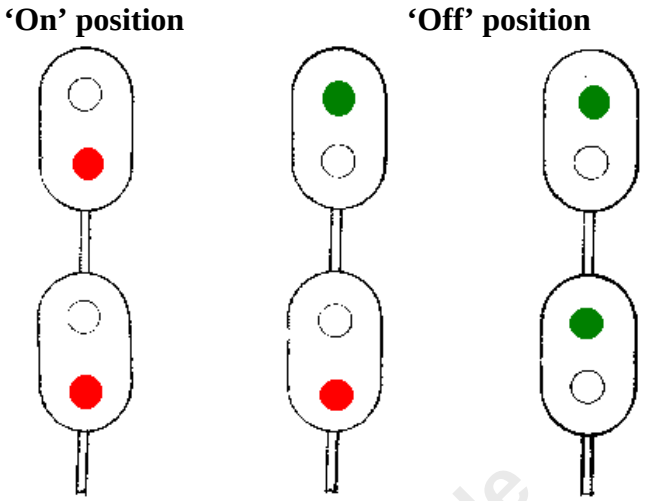
'On' position **'Off' position**



ASPECT:	**Proceed with caution**	**Proceed**
Indication:	**Proceed with caution and be prepared to stop at the next Stop signal**	**Proceed**

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



ASPECT:	**Stop**	**Proceed with caution**	**Proceed**
Indication:	**Stop dead**	**Proceed with caution and be prepared to stop at the next Stop signal**	**Proceed**

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

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

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

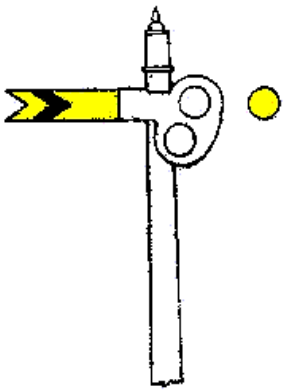
3.07 DESCRIPTION OF DISTANT SIGNALS AND THEIR INDICATIONS.—

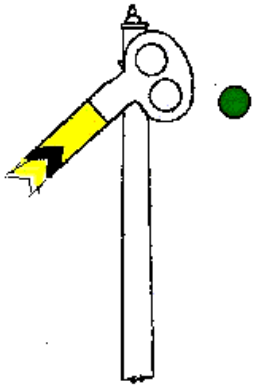
(1) A semaphore Distant signal has a fish-tailed arm.

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

Semaphore Distant signal in Two-Aspect Signalling Territory

'On' position **'Off' position**





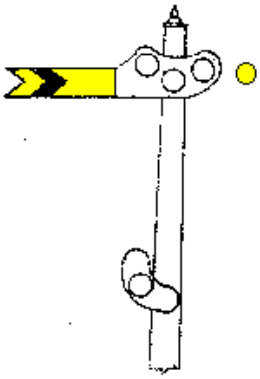
ASPECT:	**Caution**	**Proceed**
Indication:	**Proceed and be prepared to stop at the next Stop signal**	**Proceed**

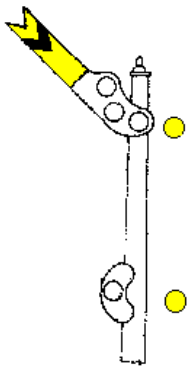
Note: - This signal shall be provided only in Modified Lower Quadrant signalling.

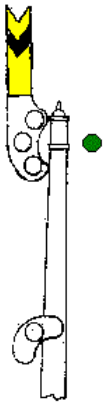
(3)The aspects and indications of a semaphore Distant signal working in the upper quadrant are shown below: -

Semaphore Distant signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**







ASPECT:	**Caution**	**Attention**	**Proceed**
Indication:	**Proceed and be prepared to stop at the next Stop signal**	**Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special Instructions. Train is being received on main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line.**	**Proceed, Block Section ahead is clear, train is to pass run through via Main Line.**

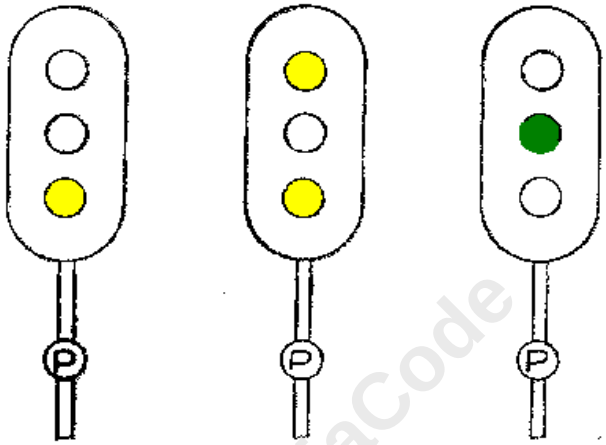
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Note: - **The distance between the two yellow lights shall be 1.5 metres when this signal displays 'Attention' aspect at night.**

(4) **The aspects and indications of a colour light Distant Signal are shown below: -**

Colour light Distant signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**



ASPECT:	**Caution**	**Attention**	**Proceed**
Indication:	**Proceed and be prepared to stop at the next Stop signal**	**Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special Instructions. Train is being received on main line and is required to stop at the Starter signal; or on a Loop line required to stop at the Starter signal or to pass run through via Loop Line.**	**Proceed, Block Section ahead is clear, train is to pass run through via Main Line.**

(5) **A Distant signal shall be located at an adequate distance in rear of the Stop signal, the aspect of which it pre-warns.**

(6) **Where necessary more than one Distant Signal may be provided. In such a case, the outermost signal, to be located at an adequate distance from the first Stop signal, shall be called the Distant Signal and the other called the Inner Distant signal, with the Distant signal capable of displaying 'Attention' or 'Proceed' aspect only.**

(7) **Under approved special instructions, a colour light Distant Signal may be combined with the last Stop signal of a station in rear or with a Stop signal protecting a level-crossing.**

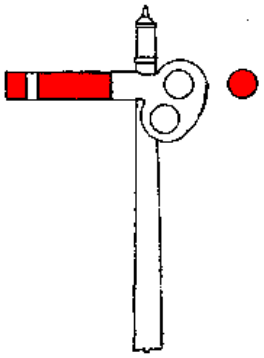
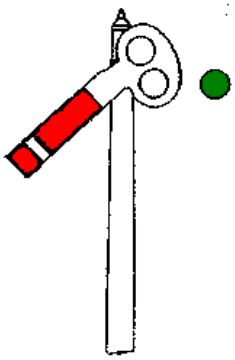
When a colour light Distant signal is combined with the last Stop signal of a station in rear or with a Stop signal protecting a level–crossing, arrangements shall be such that the signal shall not display a less restrictive aspect than the 'Stop' aspect till Line Clear had been obtained from the station ahead in the former case and until the level-crossing gates have been closed and locked for the passage of trains in the latter case.

3.08 **DESCRIPTION OF STOP SIGNALS AND THEIR INDICATIONS.—**

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

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

Semaphore Stop signal in Two-Aspect Signalling Territory

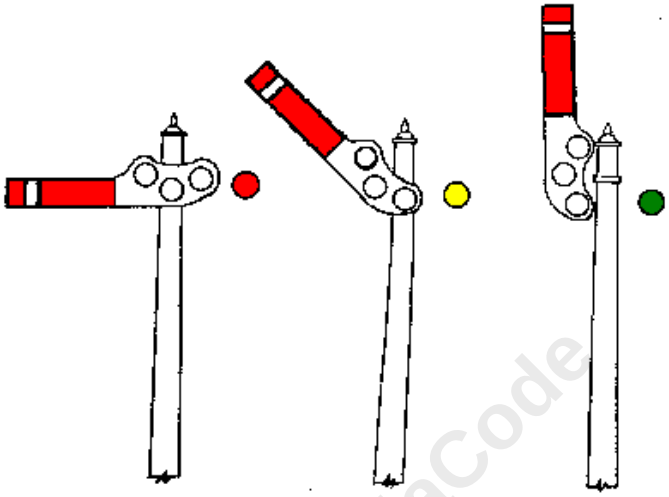
	'On' position	**'Off' position**
		
ASPECT:	**Stop**	**Proceed**
Indication:	**Stop dead**	**Proceed**

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

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Semaphore Stop signal in Multiple-Aspect Signalling Territory

'On' position **'Off' position**

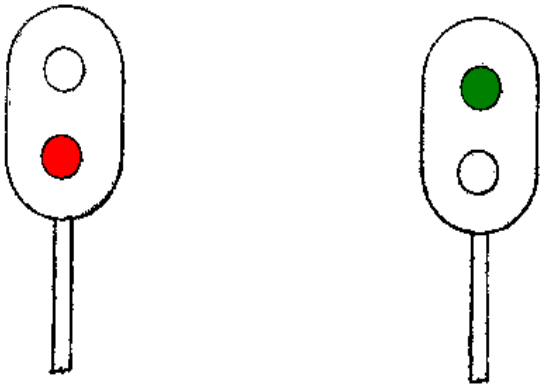


ASPECT:	**Stop**	**Caution**	**Proceed**
Indication:	**Stop Dead**	**Proceed and be prepared to Stop at the next Stop signal**	**Proceed**

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

(a) **Colour light Stop signal in Two-Aspect Signalling Territory**

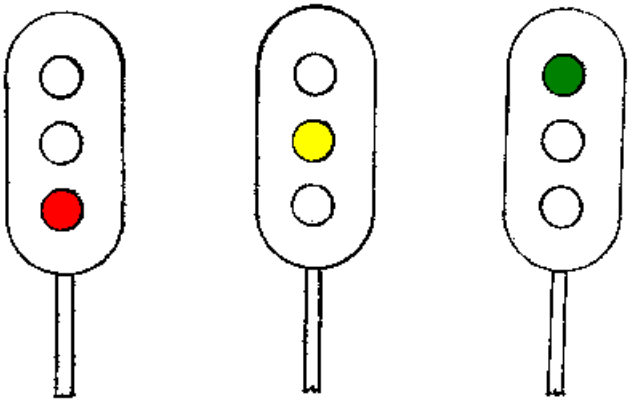
'On' position **'Off' position**



ASPECT:	**Stop**	**Proceed**
Indication:	**Stop dead**	**Proceed**

(b) Colour light Stop signal in Multiple Three-Aspect Signalling Territory

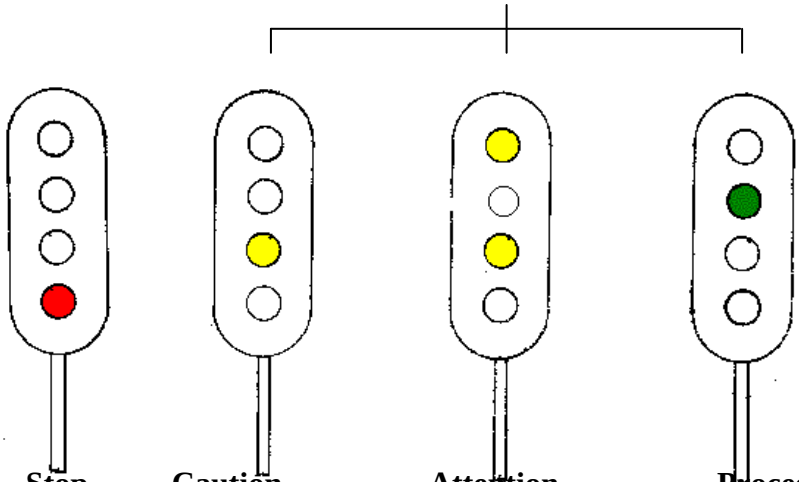
'On' position **'Off' position**



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**

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3.09 KINDS OF FIXED STOP SIGNALS FOR APPROACHING TRAINS.—

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

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

(3) The Home signal is the first Stop signal of a station at which an Outer signal is not provided and the second Stop signal of a station at which an Outer signal is provided. It shall be located outside all connections on the line to which it refers.

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

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3.10 KINDS OF FIXED STOP SIGNALS FOR DEPARTING TRAINS.—

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

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

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

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

instructions. Shunting operations beyond this limit shall be carried out only in accordance with special instructions.

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

3.11 INTERMEDIATE BLOCK STOP SIGNAL.—

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

3.12 KINDS OF FIXED STOP SIGNALS IN AUTOMATIC BLOCK TERRITORIES.—

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

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

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

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

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

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

(ba) a Modified Semi-Automatic Stop signal by converting one of the Automatic stop signal in mid-section under special instructions; when the 'A' marker is illuminated the signal works as Automatic stop signal, and when the 'A' marker is extinguished

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it works as modified Semi-Automatic stop signal and assumes 'off' aspect automatically or is taken 'off' manually as required; and

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

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

3.13 CALLING-ON SIGNALS.—

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

(a) a short square ended semaphore arm, or

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

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

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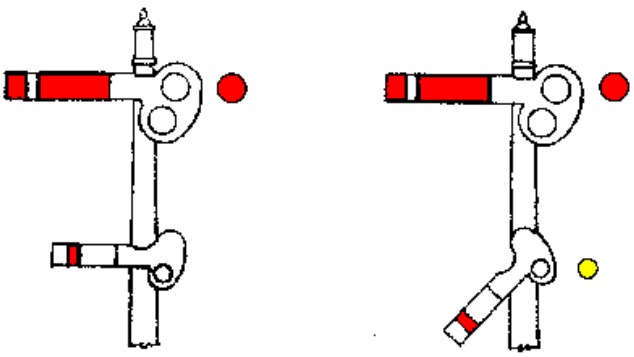
(3) A Calling-on signal, when taken 'off' calls on the Loco Pilot of a train to draw ahead with caution, after the train has been brought to a stop, even though the Stop signal above it is at 'on' and indicates to the Loco Pilot that he should be prepared to stop short of any obstruction.

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

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

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

'On' position **'Off' position**



ASPECT:

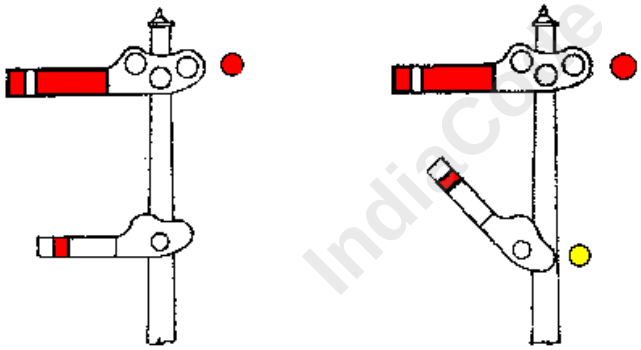
Proceed slow

Indication:

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

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

'On' position **'Off' position**



ASPECT:

Proceed slow

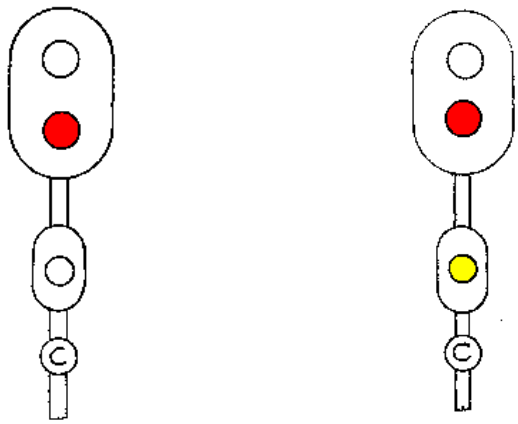
Indication:

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

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

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

On' position **'Off' position**



ASPECT:

Proceed slow

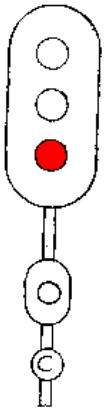
Indication:

Loco Pilot shall obey the aspect of the Stop signal

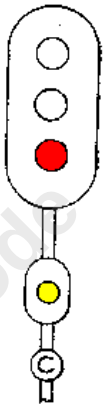
Stop and then draw ahead with caution and be prepared to stop short of any obstruction

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

'On' position



'Off' position



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ASPECT:

Proceed slow

Indication:

Loco Pilot shall obey the aspect of the Stop signal

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

3.14 SHUNT SIGNALS.—

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

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

(ii) a position light signal.

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

(2) Shunt signals control shunting movements.

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

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

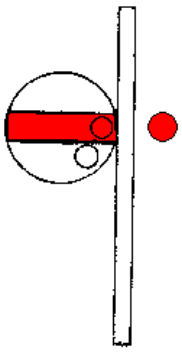
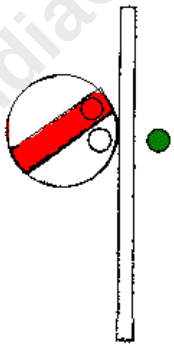
(5) **When a Shunt signal is taken 'off', it authorises the Loco Pilot to draw ahead with caution for shunting purposes although Stop signal, if any, above it is at 'on'.**

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

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

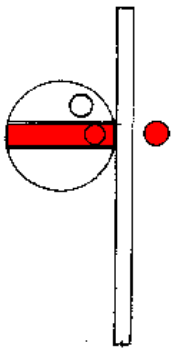
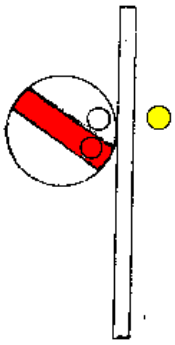
(8) **The aspects and indications of a disc type Shunt signal are shown below: -**

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

	'On' position	**'Off' position**
		
ASPECT:	**Stop**	**Proceed slow**
Indication:	**Stop dead**	**Proceed with caution for shunting**

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

'On' position	**'Off' position**
	

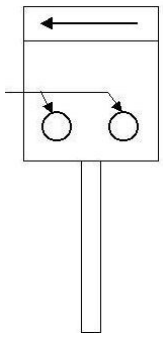
ASPECT:	**Stop**	**Proceed slow**
Indication:	**Stop dead**	**Proceed with caution for shunting**

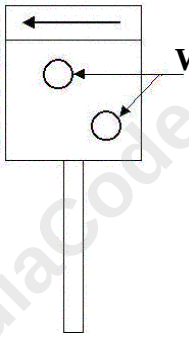
(9) **The aspects and indications of a position light type Shunt signal are shown below: -**

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

'On' position **'Off' position**

White light





White light

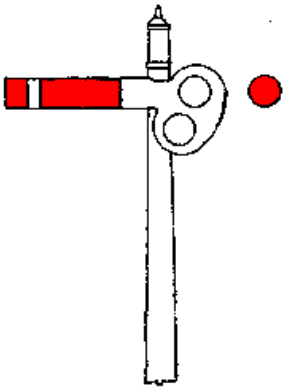
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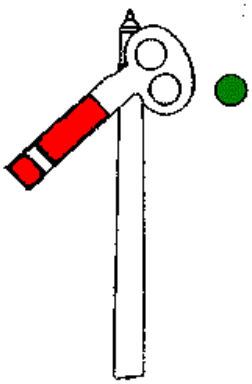
ASPECT:	**Stop**	**Proceed slow**
Indication:	**Stop dead**	**Proceed with caution for shunting**

(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**

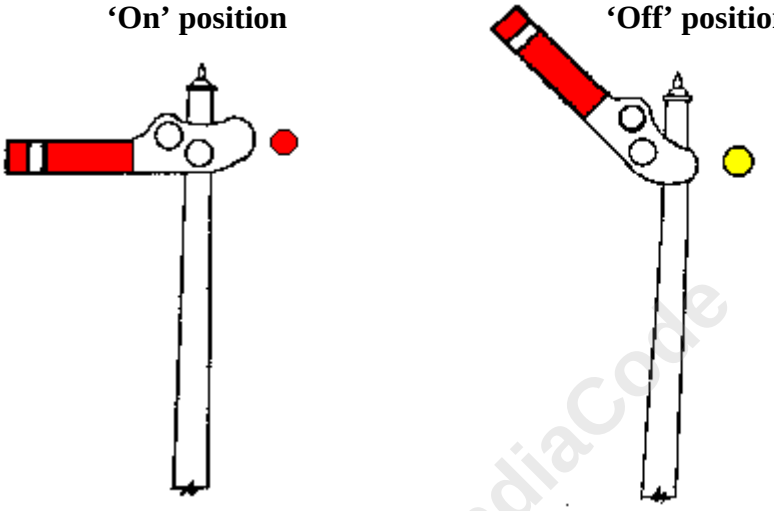




ASPECT:	**Stop**	**Proceed slow**
Indication:	**Stop dead**	**Proceed with caution for shunting**

(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**

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3.15 CO-ACTING SIGNALS.—

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

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

3.16 REPEATING SIGNALS.—

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

(2) **A Repeating signal shall be provided with an 'R' marker and shall be of—**

(a) **banner type, or**

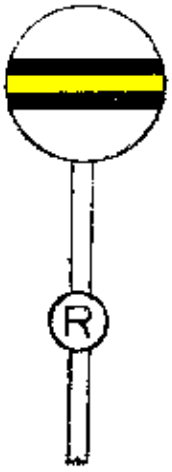
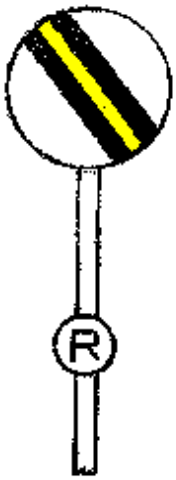
(b) **a square ended semaphore arm, or**

(c) **a colour light signal.**

(3) **The aspects and indications of a banner type Repeating signal are shown below:**

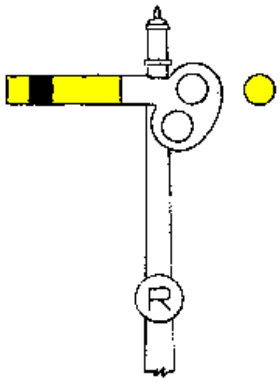
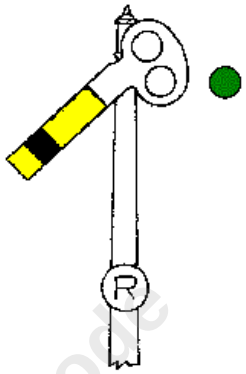
Banner type Repeating signal in Two-Aspect Signalling Territory

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	'On' position	Off' position
		
ASPECT:	**Signal 'On'**	**Signal 'Off'**
Indication:	**Signal which it repeats is at 'On'**	**Signal which it repeats is 'Off'**

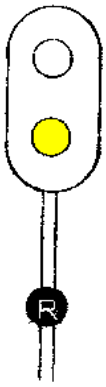
(4) **The aspects and indications of a semaphore arm type Repeating signal are shown below: -**

Semaphore Arm type Repeating signal in Two-aspects Signalling Territory

	'On' position	**'Off' position**
		
ASPECT:	**Signal 'On'**	**Signal 'Off'**
Indication:	**Signal which it repeats is at 'On'**	**Signal which it repeats is 'Off'**

(5) **The aspects and indications of a colour light type repeating signals are shown below: -**

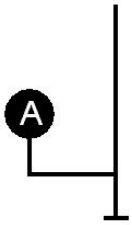
Colour light type Repeating signal

	'On' position	**'Off' position**
		
ASPECT:	**Signal 'On'**	**Signal 'Off'**
Indication:	**Signal which it repeats is at 'On'**	**Signal which it repeats is 'Off'**

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3.17 DISTINGUISHING MARKER AND SIGNS FOR SIGNALS. —

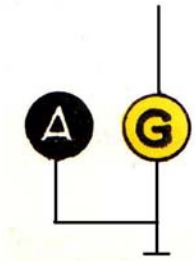
(1) Where necessary, signals shall be distinguished by prescribed markers. Such markers shall be fixed on the signal posts below the signal as under.

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

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

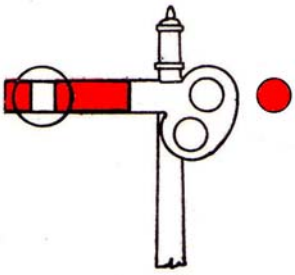
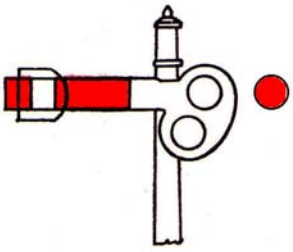
Appearance	Provided on	Description
	**Intermediate Block Stop signal**	**Letter 'IB' in black on white circular disc.**
	**Calling-on signal**	**Letter 'C' in black on white circular disc.**
	**Repeating signal in sema-Phore signalling territory**	**Letter 'R' in black on white circular disc.**

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	**Repeating signal in Colour light signalling territory**	**White illuminated letter 'R' against black background**
	**Gate Stop signal**	**Letter 'G' in black on yellow circular disc.**
	**Gate Stop signal in Auto-matic 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:**

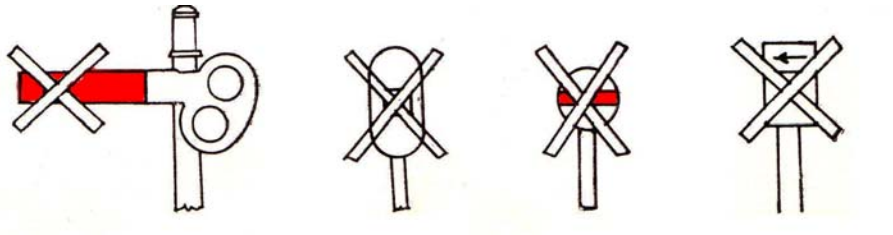
Appearance	Provided on	Description
	**Approach Stop signal for Goods running lines only.**	**One black ring on semaphore arm**
	**Approach Stop signal for Dock Platform**	**Letter 'D' in black on semaphore arm**

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

3.18. **SIGNALS OUT OF USE.—**

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



(2) **A semaphore or disc signal when not in use shall be kept fixed in the 'on' position.**

(3) **Signals not in use shall not be lit.**

3.19 **PLACING OF STOP SIGNALS AT DIVERGING JUNCTIONS.—**

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

Provided that for speed 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.

3.20 **PLACING OF STOP SIGNALS AT CONVERGING JUNCTIONS.—Unless otherwise permitted by approved special instructions, where two or more lines converge, signals shall be placed on separate posts. Where the number of signals is considerable, these may be provided on a bracket post or a signal bridge or gantry.**

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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 lines is higher than the signal or signals referring to the other running line or lines and

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

3.22 PLACING OF MORE THAN ONE SIGNAL ON THE SAME POST.—

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

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

(b) under approved special instructions.

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

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

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

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

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

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

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C. EQUIPMENT OF SIGNALS

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

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

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

3.26 COMMISSIONING OF FIXED SIGNALS.—Fixed signals shall not be brought into use until they have been passed by the Commissioner of Railway Safety as being sufficient to secure the safe working of trains.

3.27 MINIMUM EQUIPMENT OF FIXED SIGNALS AT STATIONS PROVIDED WITH MANUALLY OPERATED MULTIPLE-ASPECT SIGNALLING.—The minimum equipment of fixed signals to be provided for each direction shall be as follows—

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

3.28 MINIMUM EQUIPMENT OF FIXED SIGNALS AT STATIONS PROVIDED WITH MODIFIED LOWER QUADRANT SIGNALLING.—Modified lower quadrant signalling may be introduced only where it is expressly sanctioned by a special order of the Railway Board. The minimum equipment of fixed signals to be provided for each direction shall be as follows—

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

3.29 MINIMUM EQUIPMENT OF FIXED SIGNALS AT OTHER STATIONS PROVIDED WITH TWO-ASPECT SIGNALLING.— The minimum equipment of fixed signals to be provided for each direction shall be as follows—

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

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

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

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3.32 PROVISION OF AN ADVANCED STARTER, SHUNTING LIMIT BOARD OR BLOCK SECTION LIMIT BOARD.—

(1) On a single line class 'B' station worked on the Absolute Block System if the obstructing of the line outside the Home signal or the outermost facing points in the direction of an approaching train is permitted under special instructions under Rule 8.09, a Shunting Limit Board or an Advanced Starter shall be placed at such shunting distance from the Home signal or the outermost facing points as local conditions may require, provided the distance between the Shunting Limit Board (bearing the words 'Shunting Limit' on the side which faces the station and fitted with a lamp showing a white light in both directions to mark its position by night) or the Advanced Starter and the opposing first Stop signal is never less then 400 metres in the two-aspect signalling territory and 180 metres in the multiple-aspect or modified lower quadrant signalling territory. The location of such board or Advanced Starter shall mark the limit up to which shunting may be permitted.

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

3.33 EXCEPTIONS TO RULES 3.27, 3.28, 3.29 AND 3.32- Notwithstanding anything contained in Rules 3.27, 3.28, 3.29 and 3.32.

(a) if the station has only one connection 'off' the main line, the stations shall be worked in accordance with approved special instruction;

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

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

Provided that at stations with manually operated multiple aspect signals, where the speed of trains through a station does not exceed 50 kilometres per hour, a Distant signal and Home signal only may be provided in each direction under approved special instructions.

3.34 FIXED SIGNALS AT LEVEL CROSSINGS.—

(1) **Unless exempted under approved special instructions, every level-crossing gate which closes across the line at a level-crossing shall, except when interlocked with station signals, be provided with signals fixed at an adequate distance from the level-crossing showing Stop aspects in both Up and Down directions, when the gates are open for the passage of road traffic.**

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

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.

D. WORKING OF SIGNALS AND POINTS

3.36 FIXED SIGNALS GENERALLY.—

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

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

(a) In case of emergency, or

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

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

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

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

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

3.37 NORMAL ASPECT OF SIGNALS.—

(1) Unless otherwise authorised under approved special instructions, fixed signals except automatic signals, shall always show their most restrictive aspect in their normal position.

(2) The normal aspect of an Automatic Stop signal is 'Proceed'. Where, however, the signal ahead is manually operated the aspect normally displayed may be 'Caution' or 'Attention'.

3.38 POINTS AFFECTING MOVEMENT OF TRAIN.—

(1) The Station Master shall not give permission to take signals 'Off' for a train until –

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(a) All facing points over which the train will pass are correctly set and locked.

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

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

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

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

3.40 CONDITIONS FOR TAKING 'OFF' HOME SIGNAL.—

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

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

(b) on a single line, the line is clear for an adequate distance beyond the trailing points, or 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 up to the Starter, or

(b) On a single line, the line is clear up to the trailing points or under approved special instructions up to the place at which the train is required to come to a stand.

(3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than—

(a) 180 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 subrule (3).

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, up to the starter signal and

(b) in the case of single line, for an adequate distance beyond the first facing points.

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

3.42 CONDITIONS FOR TAKING 'OFF' LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL. (1) On double line, the last stop signal or Intermediate Block Stop singal shall not be taken 'off' for a train unless Line clear has been obtained from the block station in advance.

(2) On single line-

(a) the last stop signal shall not be taken 'off' for a train unless line clear has been obtained from the block station in advance;

(b) for Intermediate block signaling-

(i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic'

(ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and

(iii) the Intermediate Block Stop Signal shall not be taken 'off' unless the line clear has been obtained from block station in advance and direction of traffic is established.

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

3.43 CONDITIONS FOR TAKING 'OFF' WARNER SIGNAL. —A Warner signal shall not be taken 'off' for a train that is booked to stop or for a train that has to be stopped out of course.

3.44 CONDITIONS FOR TAKING 'OFF' GATE STOP SIGNAL. — A gate Stop signal shall not be taken 'off' until the concerned

level-crossing or crossings is or are free from obstruction and the gates of such level-crossing or crossings are closed and locked against road traffic. Where a gate Stop signal is interlocked with station signals, it shall be worked in accordance with special instructions.

3.45 CONDITIONS FOR TAKING 'OFF' CALLING-ON SIGNAL.- A calling-on signal shall not be taken 'off' until the train has been brought to a stand at the Stop signal below which the calling-on signal is provided.

3.46 USE OF FIXED SIGNALS FOR SHUNTING.—

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

(2) At stations where Advanced Starter are provided, starters may be taken 'off' for shunting purposes, except where the interlocking interferes with this practice, in which case hand signal shall be used, where shunting signals are not provided.

3.47 TAKING 'OFF' SIGNALS FOR MORE THAN ONE TRAIN AT A TIME.—When two or more trains are approaching simultaneously from any direction, the signals for one train only shall be taken 'off', other necessary signals being kept at 'on' until the train for which the signals have been taken 'off' has come to a stand at the station, or has cleared the station and the signals so taken 'off' for the said train have been put back to 'on' except where under special instructions, the interlocking or the layout of the yard renders a contrary procedure safe.

3.48 STOPPAGE OF TRAINS OUT OF COURSE AT STATIONS PROVIDED WITH TWO- ASPECT SIGNALLING.—When a train which is booked to run through has to be stopped out of course at a station equipped with two-aspect signals, it shall not be received until—

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

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

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

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

3.49 CARE AND LIGHTING OF SIGNAL LAMPS. —

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

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

(a) **approach lighted signals,**
(b) **colour light and position light signals which shall be kept lit throughout the day and night and**
(c) **the sections where no train is scheduled to run at night.**

(3) **The Station Master shall ensure that the lamps of fixed signals, indicators and boards such as Shunting Limit Board, Block Section Limit Board and Stop Board, when lit, are burning brightly and that the lenses of lamps and spectacle glasses are properly cleaned and back-lights clearly visible.**

(4) **Whenever night signals are used, the Station Master shall not grant Line Clear unless he has ensured, either personally or in the manner prescribed under special instructions that the lamps of fixed signals at his Station which are not approach lighted and which apply to the train are burning. If signal lights cannot be kept burning he shall, before giving Line Clear, initiate action in accordance with the procedure prescribed in Rules 3.68 to 3.72.**

(5) **Before lighting a semaphore signal or indicator lamp, the railway servant deputed for lighting it, shall inspect the lenses and spectacle glasses. In case he finds the red roundel broken, cracked or missing, he shall not light the lamp and shall report the fact immediately to the Station Master who shall treat the signal as defective.**

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

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.

3.51 POINTS. —

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

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

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

E. HAND SIGNALS

3.52 EXHIBITION OF HAND SIGNALS.—

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

(2) During day a flag or flags shall normally be used as hand signal. 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.

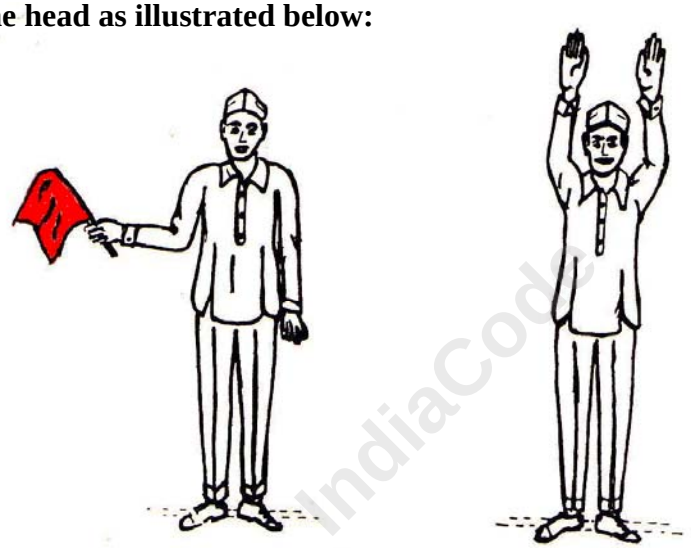
(4) Red or green light referred to in sub-rule (3) shall be either a static or flashing type.

3.53 STOP HAND SIGNAL. —

Indication: Stop Dead

HOW GIVEN BY DAY:

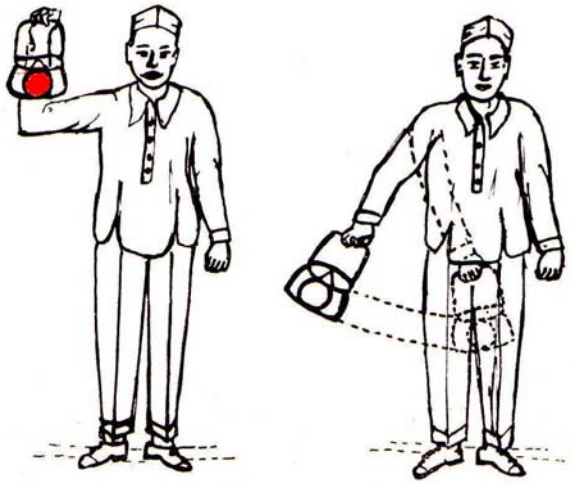
By showing a red flag or by raising both arms with hands above the head as illustrated below:



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HOW GIVEN BY NIGHT:

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

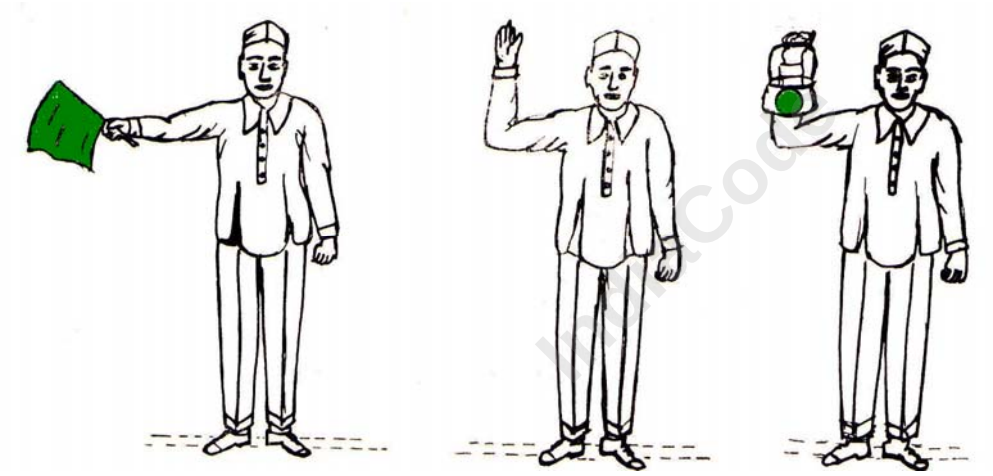


3.54. PROCEED HAND SIGNAL. —

Indication: Proceed

HOW GIVEN BY DAY:
By holding a green flag or by holding one arm steadily as illustrated below:

HOW GIVEN BY NIGHT:
By holding a green light steadily as illustrated below:

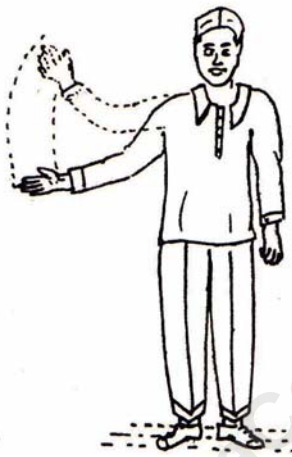


3.55 PROCEED WITH CAUTION HAND SIGNAL.—

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

HOW GIVEN BY DAY:
By waving a green flag vertically up and down or by waving one arm in a similar manner as illustrated below:





HOW GIVEN BY NIGHT:
By waving a green light vertically up and down as illustrated below:



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

3.56 HAND SIGNALS FOR SHUNTING.—The following hand signals shall be used in shunting operations in addition to the stop hand signals.

(a) Indication: Move away from the person signalling.

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



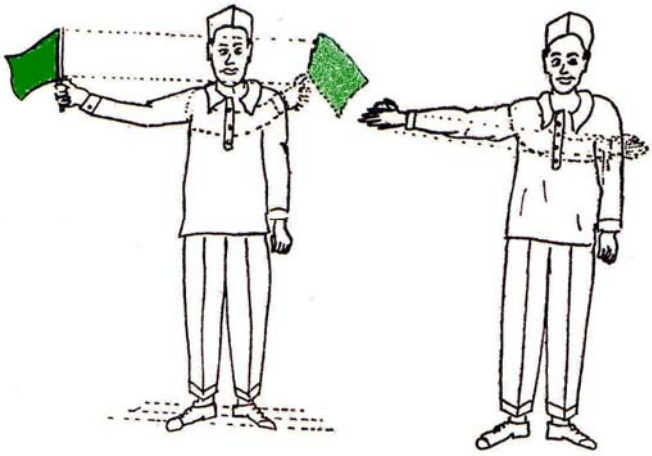


HOW GIVEN BY NIGHT:
By a green light moved slowly up and down as illustrated below:

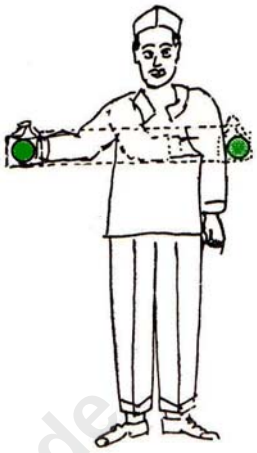


(b) Indication: Move towards the person signalling.

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



HOW GIVEN BY NIGHT:
By a green light moved from side to side across the body as illustrated below:



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

(c) Indication: Move slowly for coupling.

HOW GIVEN BY DAY:

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



HOW GIVEN BY NIGHT:

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



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

3.58 KNOWLEDGE AND POSSESSION OF HAND SIGNALS.—

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

(a) a correct knowledge of hand signals; and

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

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

(3) A red flag and a green flag by day or a lamp, which is capable of showing red, green and white light 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.

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F. DETONATING SIGNALS

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

3.60 METHOD OF USING DETONATORS.—

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

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

3.61 PLACING OF DETONATORS IN THICK, FOGGY OR TEMPESTUOUS WEATHER IMPAIRING VISIBILITY.—

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

(2)(a) The Station Master may comply with the provision 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 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.

3.62 PLACING OF DETONATORS IN CASE OF OBSTRUCTION.—

(1) Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his Stop hand signal, to a point 400 metres from the obstruction and place on the line one detonator and then proceed to a point 800 metres from the obstruction and place on the line three detonators, about 10 metres apart, at such place:
Provided that on the broad gauge the first detonator shall be placed at 600 metres and three detonators at 1200 metres from the obstruction about 10 metres apart from each other.

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

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

3.64 KNOWLEDGE AND POSSESSION OF DETONATORS.—

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

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

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

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

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G. Signals to warn incoming train of danger ahead:

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

3.66. Use of warning signals.- When it becomes necessary to protect an obstruction in a block section, a signal may be used, as prescribed by special instructions under rule 3.65, while the railway servant proceeds to place detonators.

3.67. Knowledge and possession of warning signals. - (1)(a) All concerned railway servant on whom this duty is laid by the Railway Administration shall keep a stock of such signal as may be prescribed by special instructions under rule 3.65;

(b) the Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may be prescribed by special instructions under rule 3.65 and for ensuring that their use is properly understood;

(c) The Railway Administration shall supply every Guard, Loco Pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with such signal as may be prescribed by special instructions under rule 3.65.

(2) Every railway servant concerned with the use of signals as prescribed by special instructions under rule 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65, have a correct knowledge of their use.".

H. DEFECTIVE FIXED SIGNALS AND POINTS

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

(1) As soon as a Station Master becomes aware that any signal has become defective or has ceased to work properly, he shall—

(a) immediately arrange to place the signal at 'on' if it is not already in that position.

(b) depute competent railway servants with such hand signals and detonators as may be required to give signals at the foot of the defective signal, until he is satisfied that such signal has been put 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 Loco Pilot or the Guard or any other railway servant, he shall immediately inform the Station Master concerned of the fact and keep the controller advised, where the section is controlled.

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

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, same in a case where a signal post telephone or a Calling-on signal is provided on the defective signal, in order that the Loco Pilots of approaching train 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 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 manners: -**

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

(b) **When the Loco Pilot of an approaching train has not been advised of the defective signal at station in rear- by issuing a written authority, authorising the Loco Pilot to pass the**

defective signal at 'on', delivered at the foot of the defective signal through a competent railway servant; or

(c) By taking 'off' the Calling-on signal where provided; or

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

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

3.70 DUTIES OF STATION MASTER WHEN A DEPARTURE STOP SIGNAL IS DEFECTIVE.—

(1) In the event of Starter becoming defective, the Station Master may authorize the Loco Pilot to pass such signal by a written authority which shall be handed over to the Loco Pilot at the station where the defective signal is located and in addition thereto, a competent railway servant shall show hand signals to the departing train in accordance with the instructions of the Station Master or by taking 'off' the Calling on signal, if provided under sub-rule (2) or Rule 3.13, after the train has been brought to a stand at the defective signal.

(2) In the event of an Advanced Starter becoming defective, hand signals may be dispensed with and the Station Master may authorize the Loco Pilot to pass such signal by a written authority, which shall be handed over to the Loco Pilot at the station, where the defective signal is located:

Provided that in exceptional circumstances, where under approved special instructions, an advanced Starter protects any points hand signals shall not be dispensed with.

(3) For the purpose of handing over the written authority mentioned in sub-rules (1) and (2), the train shall be stopped at the station where the defective signal is located. The written authority to pass a defective departure Stop signal shall not be handed over to the Loco Pilot, unless all the conditions for taking 'off' such signal have been fulfilled.

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

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 he kept in the 'on' position, a Stop hand signal shall be shown at the foot of the signal. At night, the light or lights of the signal shall be extinguished and the train, after being first brought to a stand, may then be hand-signalled past the signal. Advice of the defective signal shall be given to the Loco Pilots of trains at the station in rear, warning them to stop at such signal.**

(b) **If 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.**

3.72 **WARNER NOT TO BE USED WHEN STOP SIGNAL IS DEFECTIVE.—Whenever a Stop signal is defective or cease to work properly at a station provided with Warners the Warner applying to the line to which the defective Stop signal applies shall be kept at 'on' until the defective Stop signal is rectified.**

3.73 **PASSING OF A GATE STOP SIGNAL AT 'ON'.—**

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

(2)(a) **If the gate Stop signal is provided with a 'G' marker, the Loco Pilot shall wait at the signal for one minute by day and two minutes by night and if the signal is not taken 'off' within this period, he may draw his train ahead cautiously up to the level crossing, and**

(b) **if the Gateman is available and exhibiting hand signals, proceed further past the gate cautiously, or**

(c) **if the Gateman is not available, or, is available but not exhibiting hand signals, he shall stop short of the level crossing, where he shall then be hand-signalled past the gate by the Gateman, if there is one or in the absence of a Gateman, by one of the members of the engine crew of the train after ascertaining that gates are closed against road traffic.**

(3) **If the Loco Pilot finds, after stopping at the signal, that there is no 'G' Marker, he shall proceed further only in accordance with the procedure laid down under special instructions.**

3.74 **ABSENCE OF A FIXED SIGNAL OR A SIGNAL WITHOUT A LIGHT.—**

(1)(a) **If there is no fixed signal at a place, where a fixed signal is ordinarily shown, or**

(b) **If the light of a signal is not burning, when it should, or**

(c) **If a white light is shown in place of a colour light, or**

(d) **If the aspect of a signal is misleading or imperfectly shown, or**

(e) **If more than one aspect is displayed,**

The Loco Pilot shall act as if the signal was showing its most restrictive aspect:

Provided that during night, if in the case of a semaphore Stop Signal for approaching trains only, the Loco Pilot finds the signal light extinguished, he shall bring his train to a stop at such signal. If he finds that the day aspect of such signal is clearly visible and is satisfied that the signal is in the 'Off' position, he shall proceed past it up to the station cautiously at 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 station equipped with a colour light signal provided with a 'P' marker, the Loco Pilot shall bring his train to a stand if it**

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does not show any light or shows an imperfect aspect and having satisfied himself that the signal is provided with a 'P' marker, shall proceed preparing to stop at the next Stop signal and shall be guided further by its aspect.

3.75 PASSING OF INTERMEDIATE BLOCK STOP SIGNAL AT 'ON'. —

(1) When a Loco Pilot finds an intermediate Block Stop signal at 'on' he shall stop his train in rear of the signal and contact the Station Master of the block station in rear on the telephone, if provided on the signal post.

(2) The Station Master shall authorise the Loco Pilot to pass the Intermediate Block Stop signal, if defective as prescribed by special instructions.

(3) If the telephone is not provided or is out of order, the Loco Pilot after waiting for 5 minutes at the signal shall pass it at 'on' and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding 15 Kilometres an hour if he has a good view of the line ahead, otherwise at a speed not exceeding 8 kilometres an hour and report the failure to the Station Master at the block station ahead.

(4) The Station Master of the block station working the Intermediate Block Stop signal on becoming aware that such a signal is defective shall, before despatching a train, treat the entire section up to the block station, immediately ahead of the Intermediate Block Post as one block section and issue a written authority to the Loco Pilot to pass the defective Intermediate Block Stop signal at 'on' without stopping at the signal, in accordance with the procedure prescribed by special instructions.

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

3.77 DEFECTIVE OR DAMAGED POINTS, ETC.—

(1) Whenever points, crossings or guard rails are defective or damaged, the railway servant in charge of operation of points

shall protect them and immediately arrange to report the circumstances to the Station Master.

(2) The Station Master, on becoming aware of such defective or damaged points, etc., shall.—

(a) immediately arrange to have the defect rectified by the railway servant responsible for their maintenance.

(b) arrange to ensure the safe passage of trains and

(c) keep the signal or signals concerned at 'on' until the defect is rectified.

3.78 DUTIES OF ENGINE CREW IN RESPECT OF SIGNALS.—

(1)(a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;

(b) the Loco Pilot shall not, however, trust entirely to signal, but always be vigilant and cautious.

(2)(a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line;

(b) after proceeding 1.5 kilometres from the place where his engine exploded detonator(s), if his engine does not explode any more detonator(s), he may then resume authorized speed; and

(c) report the incident to the next station or cabin.

(3) If in consequence of fog, storm or any other reason, the view of the signal is obstructed, the Loco Pilot shall take every possible precaution, so as to have the train well under control.

(4) When the Loco Pilot notices a signal warning of an obstruction, except detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.

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(5) **In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and/or cause of the warning, he shall proceed cautiously upto the next block station, keeping a sharp look out.**

(6) **The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of a qualified railway servant who is conversant with it to assist him.**

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

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

(1) **The Loco Pilot of a train shall not pass an Outer, a Home or a Routing signal that refers to him, when it is 'on' or defective, unless.—**

(a) **he has, at a previous station, received notice in writing specifying that the signal is out of order and unless he also receives a Proceed hand signal from a railway servant in uniform at the foot of such signal; or**

(b) **after coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is authorised by a Calling-on signal in the 'off' position or is authorised by the Station Master over the signal post telephone in accordance with special instructions.**

(2) **The Loco Pilot of a train while passing an Outer, a Home or a Routing signal, when it is 'on' or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.**

3.81 DUTIES OF LOCO PILOT WHEN A DEPARTURE STOP SIGNAL IS 'ON' OR DEFECTIVE.—

(1) The Loco Pilot of a train shall not pass a departure Stop signal that refers to him, when it is 'on' or defective, unless his train has been brought to a stop at the station, where the defective signal is situated and he is authorised to do so—

(a) By a written permission from the Station Master, in addition, in the case of a starter, or Advanced starter protecting points, he shall not pass such signals, when 'on' or defective, unless he also receives a 'proceed' hand signal from a duly authorised member of the station staff, posted at the signal, or

(b) By taking 'off' the calling-on signal, if provided under approved special instructions, vide sub-rule (2) of Rule 3.13.

(2) In the case of 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.

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

3.83 ASSISTANCE OF THE ENGINE CREW REGARDING SIGNALS.—

(1) The Loco Pilot and the Assistant Loco Pilot shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot, in exchanging signals, as required.

(3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.

3.84 DUTIES OF LOCO PILOTS AS TO SIGNAL WHEN TWO OR MORE ENGINES ARE ATTACHED TO TRAIN.—When

two or more engines are attached to a train, the Loco Pilot of the leading engine shall be responsible for the observance of and compliance with the signals and the Loco Pilot or Loco Pilots of other engine or engines shall watch for and take signals from the Loco Pilot of the leading engine, except in case, where special instructions are issued to the contrary.

3.85 REPORTING OF DEFECTS IN SIGNAL.—

(1) Should a Loco Pilot or a Guard observe that a signal is rendered imperfectly visible by branches of trees or by any other cause, or that a signal light is partially obscured or not burning brightly enough to give a clear aspect, he shall report the matter to the Station Master at the next station, at which the train stops.

(2) When such a report is made by a Loco Pilot or a Guard, the Station Master shall take immediate steps to advise the Station Master concerned who shall get it rectified.

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CHAPTER IV

WORKING OF TRAINS GENERALLY

A. TIMING AND RUNNING OF TRAINS

4.01 **STANDARD TIME.—The working of trains between stations shall be regulated by the standard time prescribed by the Government of India, which shall be transmitted daily to all the principal stations of the railway at 16.00 hours in the manner prescribed.**

4.02 **ADHERENCE TO ADVERTISED TIME.—No passenger train or mixed train shall be despatched from a station before the advertised time.**

4.03 **SETTING WATCH.—Before a train starts from a terminal or crew-changing station, the Guard shall set his watch by the station clock or the clock at the authorised place of reporting for duty and communicate the time to the Loco Pilot who shall set his watch accordingly.**

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4.04 **TIME OF ATTENDANCE FOR TRAIN CREW.— Every Guard, Loco Pilot, Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by special instructions.**

4.05 **PROPER RUNNING LINE. — The Loco Pilot shall take his train along the proper running line.**

4.06 **DIRECTION OF RUNNING.—**

(1) **On a double line, every train shall run on the left hand line unless otherwise prescribed by special instructions.**

(2) **If there are two or more parallel lines, the direction in which trains are to run on each line shall be prescribed by special instructions.**

4.07 **SUPPLY OF WORKING TIME TABLE AND SCHEDULE OF STANDARD DIMENSIONS.-**

(1) A copy of the Working Time Table for the time being in force shall be supplied to each station, Guard, Loco Pilot, Inspector of Way 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 Section Engineer (C&W).

B. SPEED OF TRAINS

4.08 LIMITS OF SPEED GENERALLY.—

(1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.

(b) The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table.

(c) The Loco Pilot shall observe the sanctioned speed except when either one speedometer in case of electric loco or two speedometer in case of other locomotives are defective. In such cases of defective speedometer both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible.

(2) The Loco Pilot shall —

(a) regulate and control the running of the trains according to the Working Time Table, so as to avoid either excessive speed or loss of time and

(b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table and shall also observe all speed restrictions.

(3) When it is necessary to indicate to the Loco Pilot where trains are to run at a restricted speed or where trains have to come to a stop due to the line being under repairs or due to any other obstruction, action shall be taken as specified in Rule 15.09.

4.09 CAUTION ORDER.—

(1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the kilometres between which such precautions are necessary, the reason for taking such precautions and the speed at which a train shall travel, shall be handed to the Loco Pilot at the stopping station immediately short of the place where such precautions are necessary, or at such other stations and in such manner, as prescribed under special instructions.

(2) Sub-rule (1) does not apply in the case 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.

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4.10 LIMITS OF SPEED OVER FACING POINTS.—

(1) The speed of trains over non-interlocked facing points shall not exceed 15 kilometres an hour in any circumstances and the speed over turn-outs and cross-overs shall not exceed 15 kilometres an hour unless otherwise prescribed by approved special instructions, which may permit a higher speed.

(2) Subject to the provisions of sub-rule (1), a train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.

4.11 LIMITS OF SPEED WHILE RUNNING THROUGH STATIONS.—

(1) No train shall run through an interlocked station at a speed exceeding 50 Kilometres an hour, or such less speed as may be prescribed by approved special instructions, unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means and interlocking is

such as to maintain this condition during the passage of the train.

(2) **In every case in which trains are permitted to run through on 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.**

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 Kilometre 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 instruction 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 engine may be permitted to run at a maximum speed of 40 kilometres an hour.

(2) **For movement of trains out side station limits with engine pushing during night or in thick, foggy or tempestuous weather impairing visibility or where otherwise prescribed by special instructions, the leading vehicles of such trains shall be equipped with the prescribed head light and marker light 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 tailboard or a tail lamp.**

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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 Loco Pilot.

(b) When any such train is so drawn, the speed shall not exceed 25 kilometres an hour, or such higher speed, not exceeding 40 kilometres an hour, as may be authorised by approved special instructions.

(2) In case of unavoidable necessity, goods trains may run with steam engines tender foremost at a speed not exceeding 25 kilometres an hour or such higher speed, which shall, in no circumstances, exceed 40 kilometres an hour, as may be laid down by special instructions.

(3) When trains have to be worked with steam engines tender foremost as a regular measure under sub-clause (i) of clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

C. EQUIPMENT OF TRAINS AND TRAIN CREW

4.14 HEAD LIGHT, MARKER LIGHTS AND SPEESR.SR.DOM / DOM / SR.DOM / DOMETRE.—

(1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric head light of an approved design and in addition, two oil or electric white marker lights.

(2) An engine employed exclusively on shunting at stations and yards shall, at night or during thick, foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the Railway Administration and exhibit two red marker lights in front and in rear.

(3) The electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed.—

(a) when the train remains stationary at a station;

(b) when the train is approaching another train which is running in opposite direction on double or multiple track of same or different gauges; and

(c) on such other occasions as may be prescribed by special instructions.

(4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.

(5) In case of defective electric head light of locomotive running in a section provided with reflective type of engineering fixed signal, during night or thick foggy weather impairing visibility on BG & MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 Kmph whichever is less.

(6) Coaching locos should not be turned out from home shed if the speedometer /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.

4.15 TAIL AND SIDE LIGHTS.—

(1) At night or in thick, foggy or tempestuous weather impairing visibility, no train shall be worked outside station limits, unless it has —

(a) in the case of an engine with vehicles attached, same as in a case to which sub-rule (2) applies, at least one red tail light and two side lights showing red towards the rear and white towards the engine;

Provided that provision of 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 thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device or,

(c) such other device as may be authorised by special instructions .

(2) A colliery pilot, i.e. a train used for collecting or distributing vehicles in colliery siding, when working in block section or in the colliery siding 'taking off' from a block section, need carry a tail board or tail lamp, or such other device as may be authorised by special instructions only as it enters or leaves the block section 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 colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working.

(3) In emergency only and under special instructions in each case, a red flag may be used in lieu of a tailboard or an unlit tail lamp.

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 with hold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear, and

(c) unless the station in advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.

(3) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without confirming to the provisions of sub-clause (1) above, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need

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not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule 2 in such cases.

4.18 MEANS OF COMMUNICATION.—

(1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco Pilot.

(2) Sub-rule (1) shall not apply to —

(a) passenger or mixed trains in case of complete or partial failure of vacuum; and

(b) such particular trains as may be exempted under approved special instructions.

(3) If a Railway administration is satisfied that mischievous use of the means of communications referred to in sub-rule (1) is prevalent, it may, not with standing any thing 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 vehicles in which passengers are carried is not a 'Passenger carriage' within the meaning of this rule.

4.19 Guard's and Loco Pilot's equipment.—

(1) Each Guard and Loco Pilot shall have with him, while on duty with his train, the following equipment.—

(A) a copy of these rules or such portions thereof as have been supplied to him under Rule 2.01.

(B) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run.

(C) a hand signal lamp,

(D) a whistle (for Guards only),

(E) a red flag and a green flag,

(F) a stock of detonators sufficient to comply with the relevant rules as may be prescribed by special instructions,

(G) a first aid box (for Guards of passenger carrying trains only) and

(H) such other articles as may be prescribed by the Railway Administration in this behalf.

(2) If any Guard or Loco Pilot is not in possession of any article mentioned or referred to in sub-rule (1), he shall report the fact to his superior who shall make good the deficiency.

(3) Each Guard and Loco Pilot shall have with him while on duty with his train, two pairs of such spectacles as he is required to wear under medical advice.

Note: - Each Guard and Loco Pilot should also be in possession of a watch in addition to the equipment prescribed in sub-rule (1).

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4.20 MANNING OF ENGINE IN MOTION.—

(1) Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco Pilot as also the Assistant Loco Pilot are upon it.

(2) Subject to the provision of sub-rule (3), in no circumstances shall a person other than the Loco Pilot or a railway servant duly qualified in all respects, drive an engine on any running line.

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

4.21 DRIVING AN ELECTRIC TRAIN.—

(1) In the case of electric trains, the Loco Pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules.

(2)(a) In the case of a single or multiple unit train, if the driving apparatus in the leading driving compartment becomes defective, the 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 Loco Pilot; the Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.

(b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot, if he is duly qualified to drive; and the Loco Pilot shall remain in the leading driving compartment and shall be responsible for the correct operation of the train.

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.

I. Applicable to Electric/Diesel Locomotive hauled train.

II. For EMU/MEMU/DMU

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.

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

4.25 GUARDS.—

(1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.

(2) The Guard of a running train shall travel in his brake-van, except-

(a) in an emergency, or

(b) under special instructions

(3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot, shall devolve on him as may be specified by special instructions.

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

D. VEHICLES AND CRANES

4.27 CRANES.—

(1) No 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.

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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 subsection (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.

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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 Section Engineer (C&W):

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

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

E. PRECAUTIONS BEFORE STARTING TRAIN

4.30 LOCO PILOT AND GUARD TO EXAMINE NOTICES BEFORE STARTING.—Every Loco Pilot and Guard before starting with a train shall examine the notices issued for their guidance and ascertain there from whether there is anything requiring their special attention on that section of the railway over which they have to work.

4.31 EXAMINATION OF 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.

4.32 EXAMINATION OF TRAIN BY LOCO PILOT.—The Loco Pilot shall, before the commencement of the journey and after performing any shunting en route, ensure.—

(a) that his engine is in proper working order,

(b) that the coupling between the engine and the train is properly secured and

(c) that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order and these are kept burning brightly, when required.

4.33 EXAMINATION OF SINGLE AND MULTIPLE UNITS BY LOCO PILOT.—

When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot while taking over the complete train shall satisfy himself that the control and power

apparatus and brakes of the complete train are in proper and prescribed working order.

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

(a) that the train is properly coupled,

(b) that the train is provided with the prescribed brake power,

(c) that the train carries tail board or tail lamp and side lamps and that such lamps are lighted and kept burning brightly, when required.

(d) that the appliance, if any, for communication between the Guard and the Loco Pilot, is in proper working orders and

(e) generally that, as far as he can ascertain, the train is in a state of efficiency for travelling.

4.35 STARTING OF TRAINS: -

(1) A Loco Pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and where necessary, hand signals are given and the line before him is clear of visible obstructions and the Guard has given the signal to start.

(2) The Guard shall not give the signal for starting the train unless he has received the permission of the Station Master to start, in the manner prescribed by special instructions.

(3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers. Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorised persons from the compartment or vehicle or roof of the vehicle.

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(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 train 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.**

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

4.37 **SUBORDINATION OF GUARDS IN STATION LIMITS.— When a train is within station limits, the Guard shall be under the orders of the Station Master.**

4.38 **ASSISTANT LOCO PILOTS TO OBEY LOCO PILOTS.— Assistant Loco Pilots shall obey the lawful orders of their Loco Pilots in all particulars.**

4.39 **LOCO PILOT TO OBEY CERTAIN ORDERS.—After an engine has been attached to a train and during the journey, the Loco Pilot shall obey-**

(a) **the orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes and**

(b) **all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.**

F. DUTIES OF STAFF WORKING TRAINS DURING JOURNEY

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

4.41 **LOCO PILOT OR ASSISTANT LOCO PILOT TO LOOK-BACK: - The Loco Pilot or the Assistant Loco Pilot shall look**

back frequently during the journey to see whether the train is following in a safe and proper manner.

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

(1) The Loco Pilot and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.

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

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'.

4.44 TRAIN HELD UP AT FIRST STOP SIGNAL.—

(1) When a train has, without an apparent cause, been kept standing at the first Stop signal for five minutes, the Loco Pilot shall sound the prescribed code of whistle to warn the Guard and the Brakesman shall proceed to the cabin or station to warn the Station Master. If there is no Brakesman, the Loco Pilot shall depute Assistant Loco Pilot to proceed to the cabin or station to warn the Station Master. The Brakesman or Assistant Loco Pilot proceeding to the cabin or station shall show a Stop hand signal towards the station.

The Guard shall, as soon as the train is stopped at the first Stop signal, check up that the tailboard or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less time as may be prescribed by special instructions, the Guard shall, irrespective of whether the cause is apparent or not, proceed to protect the rear of the train in accordance with instructions laid down in

Rule 6.03. If in the meantime the signal is taken 'off', or the Loco Pilot receives the necessary authority to pass the signal in the 'on' position, he shall sound the prescribed code of whistle to recall the Guard and exchange hand signal with him before starting the train.

(2) In the case of a train not accompanied by a Guard, these duties shall devolve on the Loco Pilot.

4.45 ATTRACTING ATTENTION OF LOCO PILOT .—

(1) If any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Loco Pilot.

(2) In the absence of other means of communications with the engine, a Guard desiring to attract the Loco Pilot's attention shall apply his hand brake sharply and as suddenly release it and wherever possible, he shall reverse the side lamps to show red towards the engine.

(3) When the attention of the Loco Pilot has been attracted, the necessary hand signal 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.

4.46 ASSISTANCE FROM GUARD'S HAND BRAKE.— When the Loco Pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle and shall also use other means of communication, if provided, between the Loco Pilot and the Guard.

4.47 APPLICATION OF GUARD'S HAND BRAKE.—

(1) When the Loco Pilot sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes.

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(2) **When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Loco Pilot with their hand brakes.**

4.48 **PERMISSION OF GUARD TO DETACH ENGINE FROM TRAIN: -When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco Pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the van-brakes have been put on securely and take such other measures as may be necessary or prescribed by special instructions.**

Provided that detaching of engines from trains in such cases may be prohibited altogether under special instructions, wherever considered necessary in the interest of safety.

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

4.50 **SOUNDING OF ENGINE WHISTLE: —**

(1) **Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle-**

(a) **before putting an engine in motion;**

(b) **when entering 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.**

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

4.52 **THROWING OUT WATER, FIRE OR CINDERS.—A Loco Pilot shall not throw out water, fire or cinders, when passing through a station yard or tunnel, or when on a bridge.**

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

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

G. DUTIES OF STAFF ON ARRIVAL

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

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

4.57 DETACHING ENGINE.— Whenever a train has been brought to a stand and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard shall, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely and take such other measures as may be prescribed by special instructions.

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

4.59 MOVING OF TRAIN CARRYING PASSENGERS AFTER IT HAS BEEN STOPPED AT A STATION.—When a train

carrying passengers has been brought to a stand at a station, whether alongside, beyond, or short of the platform, the Loco Pilot shall not move it, except under orders of the Guard or to avert an accident.

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

4.61 LOCO PILOT NOT TO LEAVE ENGINE WHEN ON DUTY.—No Loco Pilot shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant has been placed in charge of the locomotive or self-propelled vehicle. In the case of a self-propelled vehicle manned by a Loco Pilot only, a Loco Pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake.

H. WORKING OF MATERIAL TRAINS

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

4.63 WORKERS ON MATERIAL TRAIN.—The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train and warn them to sit down.

4.64 PROTECTION OF MATERIAL TRAIN WHEN STABLED.—

(1) A material train shall not be stabled on a running line at a station, except in unavoidable circumstances.

(2) When a material train is stabled at a station, it shall be protected in the following manner and the Station Master shall ensure that -

(a) the vehicles of the material train have been properly secured and are not fouling any points or crossings,

(b) all necessary points have been set against the line on which the material train is stabled and such points have been secured with clamps or bolts and cotters and padlocks and

(c) the keys of such padlocks are kept in his personal custody until the material train is ready to leave the siding or line.

(3) The Guard shall not relinquish charge until he has satisfied himself that the material train has been protected as prescribed in this rule.

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

4.66 PRIVATE ENGINES AND VEHICLES.—No engine or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

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CHAPTER V

CONTROL AND WORKING OF STATIONS

5.01 RESPONSIBILITY OF THE STATION MASTER FOR WORKING.—

(1) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the staff employed, either permanently or temporarily, under his orders at the station or within the station limits and such staff shall be subject to his authority and direction in the working of the station.

(2) The Station Master shall see that all signals, points, gates of level crossings and the whole machinery of his station are in proper working order and shall immediately report all defects therein to the proper authority.

(3) The Station Master shall also be responsible to see that the working of the station is carried out in strict accordance with the rules and regulations for the time being in force.

(4) No person other than the Station Master shall ask for or give Line Clear, or give authority to proceed.

5.02 SUPPLY OF COPIES OF RULES AND DISTRIBUTION OR EXHIBITION OF OTHER DOCUMENTS.—The Station Master shall see—

(a) that every railway servant subordinate to him who should be supplied with a copy of authorised translation of these rules under Rule 2.01 duly receives the same;

(b) that the Working Time Table in force together with all correction slips and appendices, if any, working rules and instructions, and other notices having reference to the working of the line, are properly distributed or exhibited in such manner as may be prescribed under special instructions;

(c) that both the sheet time tables and fare lists are correctly exhibited at the station if it is open for the booking of traffic; and

(d) that copies of the Act, and the Goods and Coaching Tariffs are available for inspection by the public.

5.03 OBEDIENCE TO ORDERS AND KEEPING OF BOOKS AND RETURNS.—The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

5.04 SIGNAL CABINS.—

(1) The Station Master shall make himself thoroughly acquainted with the duties of the staff employed in the signal cabins, if any, at his station and shall satisfy himself that they perform their duties correctly, and in order to maintain an effective supervision over the said staff, frequently visit the signal cabins.

(2) The Station Master shall ensure that the prescribed equipment is readily available in signal cabins and maintained in good working order.

(3) Signal cabins shall be kept neat and clean and no unauthorised person shall be permitted to enter such cabins.

5.05 REPORT OF NEGLECT OF DUTY.—The Station Master shall report, without delay, to his superior, all neglect of duty on the part of any railway servant who is under his orders.

5.06 STATION WORKING RULES.—

(1) In addition to the General Rules for Indian Railways and Subsidiary Rules of a Railway, each station shall be provided with Station Working Rules applicable to the station, issued under special instructions.

(2) A copy of the Station Working Rules or relevant extracts thereof shall be kept at cabins and level crossings concerned.

5.07 FORMS.—

(1) All messages and written authorities mentioned in these rules shall be prepared on prescribed forms laid down in these rules or prescribed under special instructions and shall be stamped with the station stamp.

(2) If the authorised printed forms is not available for any reason or in exceptional circumstances, a manuscript form containing all the particulars as contained in the prescribed form is issued as an emergency measure, reasons there for shall be recorded in the station diary.

5.08 ACCESS AND OPERATION OF EQUIPMENT.—No unauthorised person shall be permitted to have access to or operate signals, points, electrical block instruments and electrical communication instruments or any other appliances connected with working of the railway.

5.09 RECEPTION OF A TRAIN ON AN OBSTRUCTED LINE.—

(1) In case of reception of a train on an obstructed line, the Station Master shall—

(a) Whenever possible, intimate the Loco Pilot through the Station Master of the station in rear that the train is to be received on an obstructed line;

(b) ensure that the signal or signals controlling the reception of the train are not taken 'off'; and

(c) ensure that all the points over which the train has to pass are correctly set and the facing points locked.

(2) After the train has been brought to a stand at the relevant Stop signal, it may be received on the obstructed line by—

(a) authorising the Loco Pilot to pass the Stop signal at 'on' by taking 'off' the Calling-on signal, where provided; or

(b) authorising the Loco Pilot on the signal post telephone, where provided, to pass the Stop signal at 'on', in accordance with special instructions; or

(c) authorising the Loco Pilot to pass the relevant signal or signals at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train past such signal or signals.

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(3) The train shall be brought to a stand at the facing points leading to the reception line until hand-signalled forward by a competent railway servant.

(4) A Stop hand signal shall be exhibited at a distance of not less than 45 metres from the point of obstruction to indicate to the Loco Pilot as to where the train shall be brought to a stand.

(5) The Loco Pilot shall keep his train well under his control and be prepared to stop short of any obstruction.

5.10 RECEPTION OF A TRAIN ON A NON-SIGNALLED LINE.—

(1) Should it be necessary, in an emergency, to receive a train on a line which is not signalled for reception, the Station Master shall ensure that—

(a) the train is brought to a stand at the first Stop signal;

(b) the line on which it is intended to receive the train is clear up to the trailing points or 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 Loco Pilot is authorised to pass the approach Stop signal at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signalled line.

(2) The Loco Pilot, while entering a non-signalled line, shall proceed cautiously and be prepared to stop short of any obstruction.

5.11 DEPARTURE OF A TRAIN FROM A NON-SIGNALLED LINE.—

(1) In the event of a train required to be started from a line not provided with a Starter signal, the Loco Pilot shall be given a written permission to start:

Provided that such permission may be dispensed with where a tangible authority to proceed is given to the Loco Pilot.

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(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.

5.12 DEPARTURE OF A TRAIN FROM A LINE PROVIDED WITH A COMMON DEPARTURE SIGNAL.—

(1) In the event of a train required to be started from a line out of a group of lines provided with a common departure signal, the Loco Pilot shall be given a written permission to start in addition to the authority to proceed under the system of working.

(2) The written permission and the authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

5.13 CONTROL OF SHUNTING.—

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

(2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.

(3) The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

5.14 RESPONSIBILITY FOR SHUNTING.—The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

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

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Master who shall thereafter be responsible for the shunting at the station or that part of the station for which the local control has been made over to him in the manner prescribed under special instructions.

5.16 SHUNTING DURING RECEPTION OF TRAINS.—When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.

5.17 SHUNTING NEAR LEVEL CROSSING.—The railway servant in charge of shunting near or across a level crossing, before giving permission to the Loco Pilot to move his train across it, shall ensure that the level crossing gates have been closed and locked against road traffic.

5.18 DRAWING OF A TRAIN TO AN ADVANCED POSITION.—

(1) A train waiting for an authority to proceed shall not be allowed to draw out upto an Advanced Starter for despatch, except where track circuit or Axle Counter has been provided between the Starter and Advanced Starter to indicate the presence of a train in advanced position.

(2) The provision of sub-rule (1) shall not apply in case of shunting of a train within a station section itself.

5.19 OBSTRUCTION OF RUNNING LINE.—

(1) No railway servant shall commence any loading, shunting or any other operation by which a running line, may be fouled or obstructed without obtaining the previous sanction of the Station Master or of other railway servant nominated in this behalf under special instructions, who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on and the necessary signals are kept at 'on' until the obstruction is removed.

(2) A sand hump or snag dead end shall not be obstructed for any purpose and when it has become obstructed, it shall cease to be a substitute for the adequate distance for the purpose of taking 'off' signals.

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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.

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.

5.22 LEAVING VEHICLES IN SIDINGS OUTSIDE STATION LIMITS.—No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.

5.23 SECURING OF VEHICLES AT STATION.—The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

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CHAPTER VI

ACCIDENTS AND UNUSUAL OCCURRENCES

6.01 ACCIDENT OR OBSTRUCTION

(1) When a report of any accident or obstruction is received by the Station Master, he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(2) If an accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.

(3) The Station Master shall, as soon as practicable, report each accident in accordance with special instruction.

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.

6.03 PROTECTION OF TRAIN STOPPED BETWEEN STATIONS.—

(1) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause, and the Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle or through other means and exchange hand danger signals with him. The Guard and the Loco Pilot 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 line 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 go to the Loco Pilot for consultation

(b) The person going back to protect the train shall continuously show his hand danger signal to stop any approaching train, and in addition to his hand signal, shall take detonators and place

them upon the line on which the stoppage has occurred, as follows: -

One detonator, 400 meters from his train, to be placed on the way out; and three detonators, 10 meters apart, not less than 800 meters 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 meters and the three detonators at 1200 meters about 10 meters apart, 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 Loco Pilot, once again return to the place at which he placed three detonators, showing his hand danger signal to any approaching train and continue to do so until he is recalled.

(f) When the Guard or the person deputed by him is recalled, he shall leave down the three detonators and on his way back pick up the intermediate detonator.

(g) On a section of double or multiple lines, if assistance has been asked for, or on a single line section or during temporary single line working on a section of double or multiple lines, the Loco Pilot shall at once show a danger signal to the front, and proceed to protect the train in front in the manner prescribed in clauses (b) and (f) either by going himself or by sending his Fireman or some other competent person; and

(h) Should any train be seen approaching, the person going to protect the train shall immediately place the detonators on the line, as far away from the train as possible.

(ii) On a double line section where trains on the two lines run in the opposite direction.

If it is obvious that the adjacent line on which the trains normally run in the opposite direction is obstructed, the Loco Pilot shall at once either himself proceed or send his Assistant Loco Pilot or Fireman or some other competent person to protect the adjacent line in front in the manner prescribed in clause (i) above. The Guard shall send a competent person, if available, to protect the train in rear, and shall himself proceed ahead immediately to assist and ensure protection of the adjacent line in front in the manner prescribed in clause (i) above.

In case it is not known whether the adjacent line is obstructed or not, the Loco Pilot shall take action to protect the adjacent line as mentioned above and the Guard shall proceed towards the engine watching the train carefully. If the Guard finds that the adjacent line is obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line as mentioned above.

In case he finds that adjacent line is not obstructed, he shall, after consultation with Loco Pilot, go back to protect the train in the rear in the manner prescribed in clause (i) above, if he has not already sent another competent person for the purpose.

(iii) On a multiple line section with unidirectional traffic on the nominated line. When it is obvious that an adjacent line on which trains normally run in the opposite direction is obstructed or when it is not know whether any line is obstructed or not, the Loco Pilot shall at once take action to protect the adjacent line/lines in 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 obstructed or not, the Guard shall immediately protect such adjacent line/lines in manner prescribed in clause (i) above.

If it is obvious that an adjacent line/lines on which trains normally run in the opposite direction is obstructed and no line on which trains run in the direction of the affected train is

obstructed, he shall proceed ahead to assist and ensure protection of the adjacent line /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 affected train, in the rear, in the manner prescribed in clause (i) above. Only after taking this action shall he proceed ahead to assist and ensure protection of the obstructed adjacent line/lines in front on which trains normally run in the opposite direction.

(iv) On section where trains on the adjacent line/lines run in both the direction.

Unless it is obvious that no adjacent line is obstructed, the Loco Pilot shall protect the adjacent line/lines in front and the Guard shall protect the adjacent line/lines in the rear in the manner prescribed in clause (i) above. only after taking this action shall the Guard proceed ahead to assist and ensure protection of the adjacent line/lines, in front.

(v) Protection of line on which the affected train is standing on section of double/ multiple lines.

Only after protecting the adjacent line/lines in manner prescribed in clause (ii),(iii) and (iv) above, shall the action be taken to protect the line on which the affected train is standing both in front and in the rear.

(vi) Action to locate and remove the cause of stoppage.

Action to locate and rectify any defect either in the engine or a vehicle or to remove any other obstruction which might have caused the stoppage shall be taken, if practicable, only after having assured that the train has been protected properly in accordance with the procedure laid down above.

(vii) Removal of protection from adjacent lines.

If subsequently, the adjacent line/lines are found to be free of obstruction, the protection may be removed except where it is desired to stop an approaching train to obtain assistance.

(2)(i) In the case of a train without a Guard, the duties of the Guard, as laid down in this rule, shall devolve on the Loco Pilot or on a railway servant deputed by him.

(ii) In the event of any disability of the Loco Pilot, the duties devolving on the Loco Pilot, as laid down in these rules shall devolve on the Guard or on a railway servant deputed by him.

6.04 TRAINS UNUSUALLY DELAYED.—

(1) If a train carrying passenger does not arrive within 10 minutes or if a goods train does not arrive within 20 minutes after allowing for its normal running time from the station in rear, the Station Master at the station in advance shall immediately advise the station in rear and the Control of this fact.
Thereafter on double or multiple lines, the Station Masters at either end of the block section shall immediately stop all trains proceeding into the block section on adjacent line or lines in either direction and warn the Loco Pilots and Guards of such trains by issue of suitable caution orders and shall also ascertain the whereabouts and the condition of the delayed train.

(2) The action mentioned above shall be taken earlier, should the circumstances so require.

6.05 SENDING ADVICE OF ACCIDENT OR BREAK-DOWN.—If the engine is for any reason unable to proceed, the Guard or in his absence the Loco Pilot, shall covey 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 meter in advance of the train, the other end of the train being protected in a similar manner.

6.06 TRAIN IN BLOCK SECTION WITHOUT AUTHORITY TO PROCEED.—

(1) When a Loco Pilot becomes aware in a block section that he does not have an authority to proceed or a proper authority to proceed, he shall immediately stop the train.

(2) The train shall be treated as an obstruction in block section and protected as such, in accordance with Rule 6.03.

(3) The Guard, or in his absence the Loco Pilot, shall convey the report of the occurrence to the nearest block station by the most expeditious means and the train shall thereafter move only in accordance with the instruction which may be issued by the Station Master to whom the occurrence has been reported:

Provided that when a proper tangible authority to proceed is lost on the run, the Loco Pilot may proceed to the next station and report the occurrence to the Station Master.

6.07 REPORT OF CONDITIONS LIKELY TO AFFECT RUNNING OF TRAINS TO CONTROLLER OR CENTRALISED TRAFFIC CONTROL OPERATOR.—

(1) Loco Pilots, 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.

6.08 TRAIN PARTING.—

(1) If any portion of a train should, while in motion, become detached.—

(a) the Loco Pilot shall use his judgement to keep the front portion in motion if possible, until the rear portion has been brought to a stand so as to avoid the chance of a collision between the two portions; and sound the prescribed code of whistle to inform the Guard of the parting,

(b) the Guard /Guards or in the rear portion shall.—

(i) do all they can to prevent a collision with the front portion, and
(ii) promptly apply their hand brake, where provided, and

(c) the Loco Pilot of a banking engine, if any, shall bring the rear portion to a stand and sound the prescribed code of whistle to attract the attention of the Loco Pilot in the front portion.

(2) As soon as the rear portion of train has been brought to a stand, the Guard of the train shall protect that portion in accordance with Rule 6.03 both in front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary any prescribed by special instruction by use of sprags and chains also.

(3) The Guard shall indicate the parting of the train, by waving in repeated motions a green flag by day, or white light by night, up and down vertically as high and as low as possible.

(4) When both portions of a parted train are brought to a stand within sight of each other and it is possible and safe to couple them, the train shall be coupled with due caution under hand signals from Guard provided necessary precautions have been taken to secure the rear portion in the manner described in sub-rule (2).

(5) If the Loco Pilot of the parted train has already reached the block station in advance before he could bring the front portion to a stop, he shall instantly warn the Station Master of the parting as also the railway servant in charge of a cabin, if passed on the way, and shall not give up the tangible authority to proceed, if any, till the block section is cleared of all the vehicles of his train.

(6) The duties of Guard specified in this rule shall devolve on the Loco Pilot in the absence of the Guard.

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 the train in accordance with Rule 6.03.

(2) If the engine is capable of proceeding either with or without vehicles, the Guard shall, after taking action as provided for in sub-rule (1) and before uncoupling, put down the brakes and

shall, if necessary, otherwise carefully secure the rear portion of the train to ensure its remaining stationary.

(3) When the Guard has taken action as provided for in sub-rule (2), he shall give a written permission to the Loco Pilot to uncouple and proceed to the next station and may, if he thinks fit, give him written instructions to return on the same line.

(4) On section of single line where token working is in force, the Loco Pilot shall, before leaving any portion of his train in a block section, hand over the token to the Guard from whom he shall obtain a written receipt. The Guard shall retain the token until the block section has been cleared of all vehicles of his train.

(5) At night or in thick, foggy or tempestuous weather impairing visibility, as soon as the engine, whether with or without vehicles is drawn forward, the Guard shall: -

(a) protect his train in the front also in accordance with Rule 6.03 and;

(b) also see that a red light is shown on the front vehicles of the rear portion of the train.

(6) When the front portion of the train is taken forward, no tail lamp or tail board shall be placed on the rear vehicle of that portion of the train but the Guard shall give its number in full in the permission referred to in sub-rule (3).

(7) On entering a station with the knowledge that the block section in rear is obstructed, the first duty of the Loco Pilot is instantly to warn the Station Master of the fact. If a cabin is passed on way to the station, the railway servant in charge of the cabin shall be informed of the fact.

(8) When under written instructions referred to in sub-rule (3), the engine is to be brought back, the Guard shall, until the arrival of the engine, continue to remain in rear of the portion of the train left in the block section and shall not permit a following train, if any, to move any of the vehicles under his charge.

(9)(a) The Loco Pilot shall not bring his engine, with or without vehicles, back or the same line unless he has received written instructions under sub-rule (3) from the Guard to do so.

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(b) In addition, on a multiple line section, the Loco Pilot shall also have a written authority from the Station Master, who shall ensure that no train is diverted on to or crossing the same line on that portion of the track over which the said Loco Pilot would be returning.

(c) The Station Master, before giving such written authority, shall obtain necessary assurances as prescribed by special instructions from Station Master having diversion facilities and also inform the Controller of the circumstances

(10) On double or multiple line sections, Loco Pilot may, under instructions from the Station Master, take the train back on the proper line, according to the system of working, until he can cross on to the line on which he has left the rest of his train and may then proceed by that line and after attaching engine shall work the train to the station to which he is directed.

(11) When moving under written instructions against the direction of traffic on a double line, or against the established direction of traffic on a single line, the Loco Pilot shall proceed cautiously and make use of the prescribed code of whistle.

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 effected 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.

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 person concerned, as far as practicable, to prevent an accident.

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CHAPTER VII

SYSTEM OF WORKING

7.01 SYSTEM OF WORKING.—

(1) All trains working between stations shall be worked on one of the following systems, namely: -

(a) the Absolute Block System,

(b) the Automatic Block System,

(c) the Following Trains System,

(d) the Pilot Guard System,

(e) the Train-staff and Ticket System, or

(f) the One Train Only System.

(2) The Absolute Block and Automatic Block System alone shall be used on every railway, except any railway or portion of a railway on which the use of any other system of working mentioned in sub-rule (1) may be sanctioned under special instruction subject to the conditions applicable to each system as described in these rules.

7.02 APPLICABILITY OF GENERAL RULES REFERRING TO THE WORKING OF SIGNALS AND TRAINS.—All rules referring to the working of signals and trains also apply to the systems of working detailed in these rules, except where otherwise provided.

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CHAPTER VIII

THE ABSOLUTE BLOCK SYSTEM

A. ESSENTIALS

8.01 ESSENTIALS OF THE ABSOLUTE BLOCK SYSTEM.—

(1) Where trains are worked on the Absolute Block System: -

(a) no train shall be allowed to leave a block station unless Line Clear has been received from the block station in advance, and

(b) ON DOUBLE LINES such Line Clear shall not be given unless the line is clear, not only 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 LINE 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 instruction, 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.

B. CONDITIONS FOR GRANTING LINE CLEAR

8.02 CONDITIONS FOR GRANTING LINE CLEAR AT A CLASS 'A' STATION.—AT A CLASS 'A' STATION ON SINGLE LINE OR DOUBLE LINE, the line shall not be considered clear and Line Clear shall not be given, unless.—

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

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

(c) the line on which it is intended to receive the incoming train is clear upto the Starter; and

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

8.03 CONDITIONS FOR GRANTING LINE CLEAR AT A CLASS 'B' STATION.—

(1) AT A CLASS 'B' STATION ON DOUBLE LINE, the line shall not be considered clear and Line Clear shall not be given, unless.—

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

(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 expected train,

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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.

8.04 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 other end.

C. OBSTRUCTION—DOUBLE LINE

8.05 **OBSTRUCTION ON DOUBLE LINE AT A BLOCK STATION WHEN A TRAIN IS APPROACHING.—**

(1) **CLASS 'A' STATION.—When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or on the line on which it is intended to admit the train, upto the Starter pertaining to the said line.**

(2) **CLASS 'B' STATION.—When Line Clear has been given, no obstruction shall be permitted outside the station section but shunting within the station section may go on continuously, provided the necessary signals are kept at 'on'.**

(3) **When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.**

8.06 **OBSTRUCTION ON DOUBLE LINE IN THE BLOCK SECTION.—**

(1) **When line Clear has been given, no obstruction shall be permitted in the block section in rear.**

(2) **Shunting or obstruction for any other purpose shall not be permitted in the block section in rear unless it is clear and is blocked back.**

(3) **Shunting or obstruction for any other purpose shall not be permitted in the block section in advance unless it is clear and is blocked forward:**

Provided that when the block section in advance is occupied by a train 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.

D. OBSTRUCTION—SINGLE LINE

D.1 - CLASS ' A ' STATIONS

8.07 OBSTRUCTION ON SINGLE LINE AT CLASS ' A ' STATION WHEN A TRAIN IS APPROACHING.—When Line Clear has been given, no obstruction shall be permitted outside the Home signal, or on the line on which it is intended to admit the train, upto the Starter which controls the train.

8.08 OBSTRUCTING THE BLOCK SECTION AT A CLASS ' A' STATION ON SINGLE LINE.—The block section shall not be obstructed for shunting purposes, unless

(a) the Station Master has received Line Clear from the Station Master at the other end of the block section, or

(b) the block section is blocked back, or

(c) is occupied by a train travelling away from the block station at which the shunting is to be performed which shunting may be permitted under special instructions taking into consideration the speed, weight and brake power of trains and the gradients on the section. As soon as intimation has been received that the train has arrived, the block section shall be blocked back, and

(d) the Loco Pilot or other person in charge of the shunting operations has received distinct orders from the Station Master to shunt in a manner directed by special instructions.

D. 2 CLASS ' B ' STATIONS

8.09 OBSTRUCTION IN THE FACE OF APPROACHING TRAIN AT A CLASS ' B ' STATION ON SINGLE LINE.—The line outside the Home signal in two-aspect signalling territory or outermost facing points in multiple-aspect or modified lower quadrant signalling territory in the direction of a train for which Line Clear has been given, shall only be obstructed when

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a Shunting Limit Board or an Advance Starter is provided and under special instructions which take into consideration the speed, weight and brake power of trains, the gradients, the position of the first Stop signal and the distance from which that signal can be seen by the Loco Pilot of an approaching train.

8.10 OBSTRUCTION WITHIN STATION SECTION AT A CLASS 'B' STATION ON SINGLE LINE.—

(1) If the necessary signals are kept at 'on' shunting may be carried on within the station section, provided the provision of rule 8.09 are complied with for shunting upto Shunting Limit Board or advance Starter, where provided.

(2) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried on towards the points over which the incoming train will pass.

8.11 OBSTRUCTION OUTSIDE STATION SECTION AT A CLASS 'B' SINGLE LINE STATION EQUIPPED WITH TWO-ASPECT SIGNALS.—The line outside the station section and upto the outer Signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operation, and unless---

(a) the block section into which the shunting is take place is clear of an approaching train and all relevant and necessary signals are at 'on' position, or

(b) if an approaching train has arrived at the outer signal, the Station Master has personally satisfied himself that the train has been brought to a dead stand at the signal:

provided that the line shall not be obstructed under clause (b) in thick, foggy or tempestuous weather impairing visibility, or, in any case unless authorised by special instructions.

8.12 OBSTRUCTION OUTSIDE STATION SECTION AT A CLASS 'B' SINGLE LINE STATION EQUIPPED WITH MANUALLY OPERATED MULTIPLE-ASPECT SIGNALS.-- The line outside the station section and upto the first Stop signal shall not be obstructed unless a railway servant specially appointed in this behalf by the Station Master is in charge of the operations, and unless the block section into which the shunting is to take place is clear of an approaching train.

8.13 OBSTRUCTION OUTSIDE THE FIRST STOP SIGNAL AT A CLASS 'B' SINGLE LINE STATION ON SINGLE LINE.—The line outside the first Stop signal shall not be obstructed unless the line has been blocked back.

E. GENERAL PROVISIONS

8.14 BLOCK BACK OR BLOCK FORWARD.—Block back or Block forward shall be done only in accordance with the procedure prescribed by special instructions.

8.15 AUTHORITY FOR SHUNTING OR OBSTRUCTION IN BLOCK SECTION.—While permitting shunting or obstruction in the block section, the Loco Pilot shall be given authority for shunting in the block section as prescribed under special instructions which authority may be.—

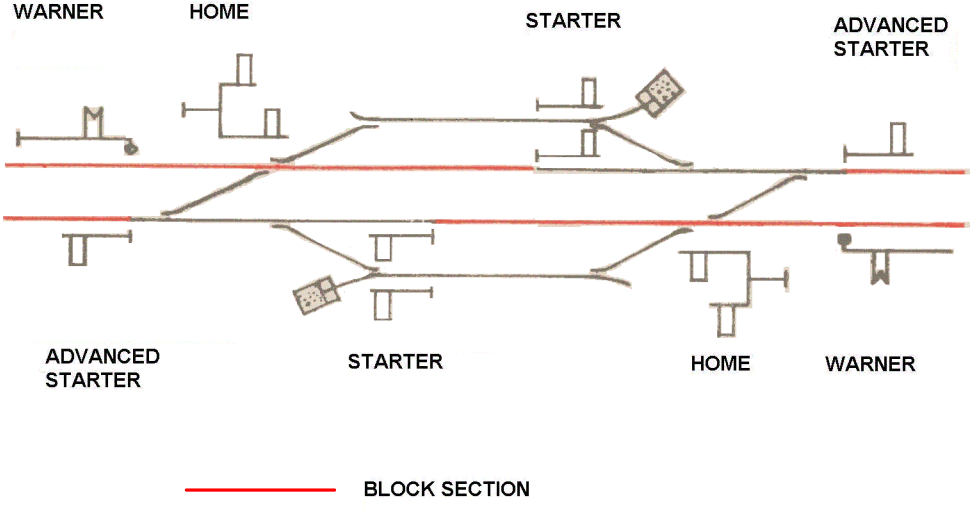
(a) either a shunting arm of prescribed size and design on the same post as and under the last Stop signal, or

(b) a token of prescribed design, or

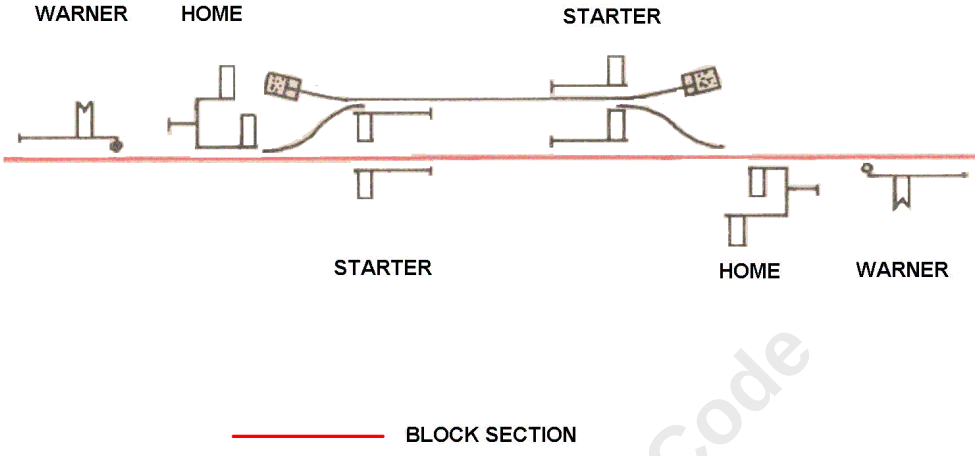
(c) a written permission to shunt.

8.16 ILLUSTRATIVE DIAGRAMS.—Class 'A', 'B' and 'C' stations on single line and double lines are illustrated in the following diagram, which are not drawn to scale.

Class 'A' Double Line Station in Two Aspect Signalling Territory with Warner, Home, Starter And Advanced Starter Signals

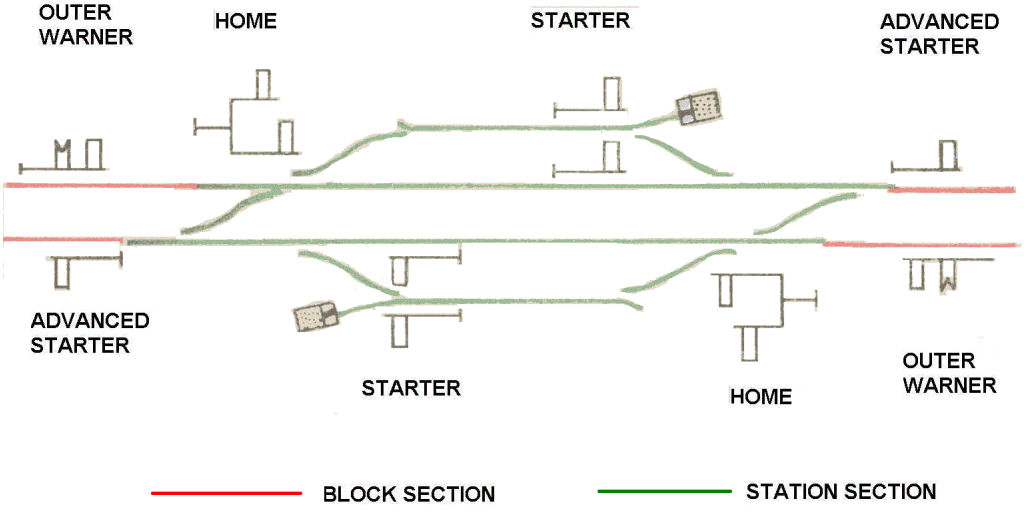


Class 'A' Single Line Station in Two Aspect Signalling Territory with Warner, Home and Starter Signals

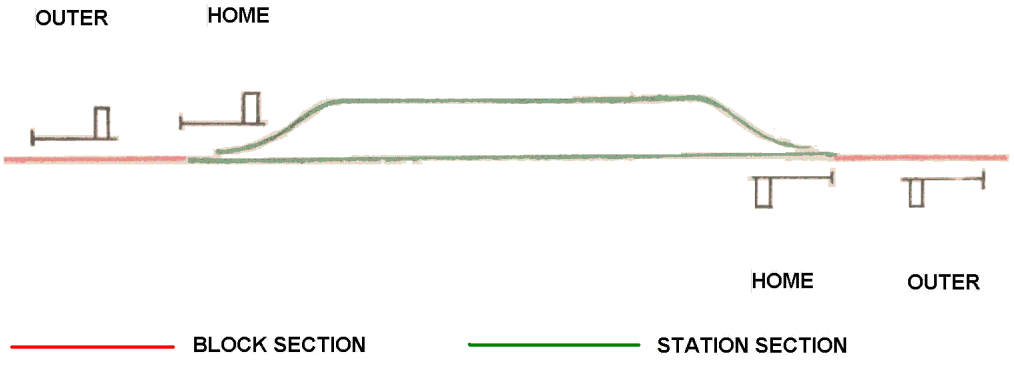


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Class 'B' Double Line Station in Two Aspect Signalling Territory with Warner, Outer, Home, Starter and Advanced Starter Signals

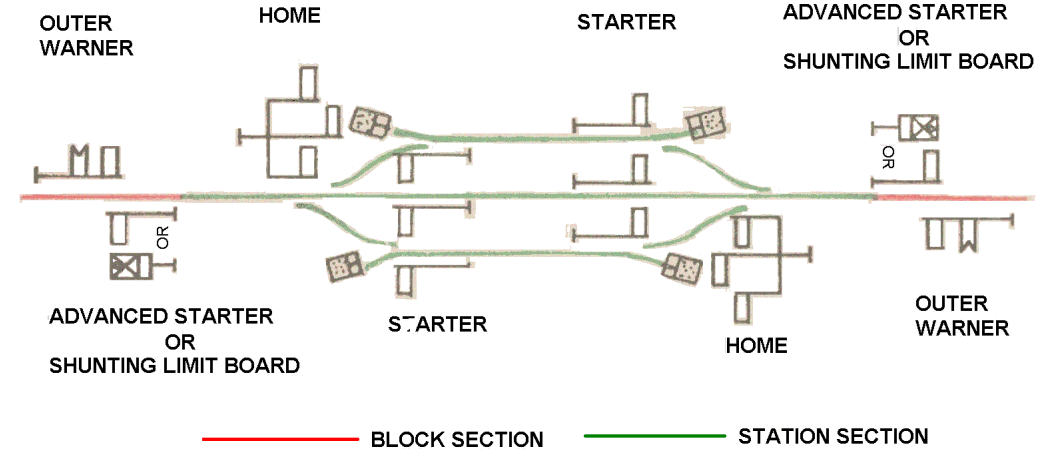


Class 'B' Single Line Station in Two Aspect Signalling Territory with Outer and Home Signals

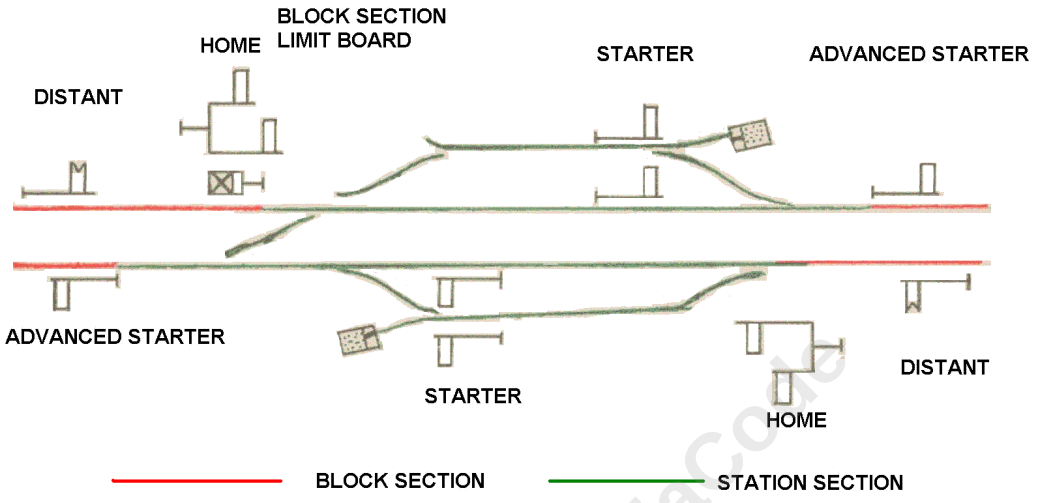


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Class 'B' Single Line Station in Two Aspect Signalling Territory with Warner, Outer, Home, Starter and Advanced Starter Signals / Shunting Limit Boards

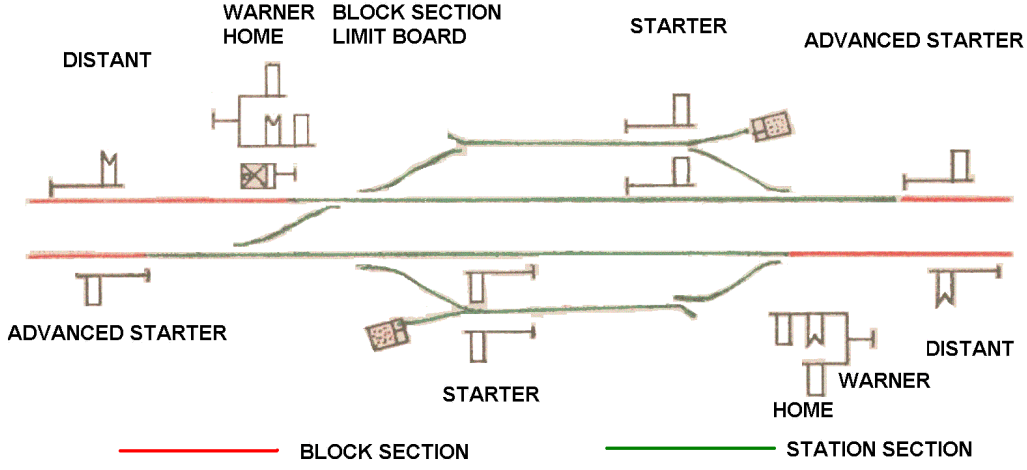


Class 'B' Double Line Station in Multiple Aspect Signalling Territory with Distant, Home, Starter, Advanced Starter Signals and Block Section Limit Board

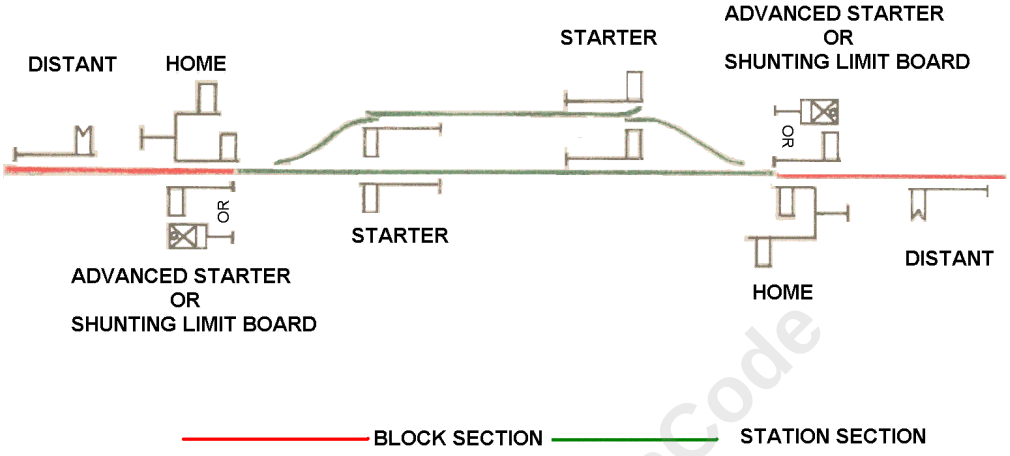


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Class 'B' Double Line Station in Modified Lower Quadrant Signalling Territory with Distant, Warner, Home, Starter, Advanced Starter Signals and Block Section Limit Board

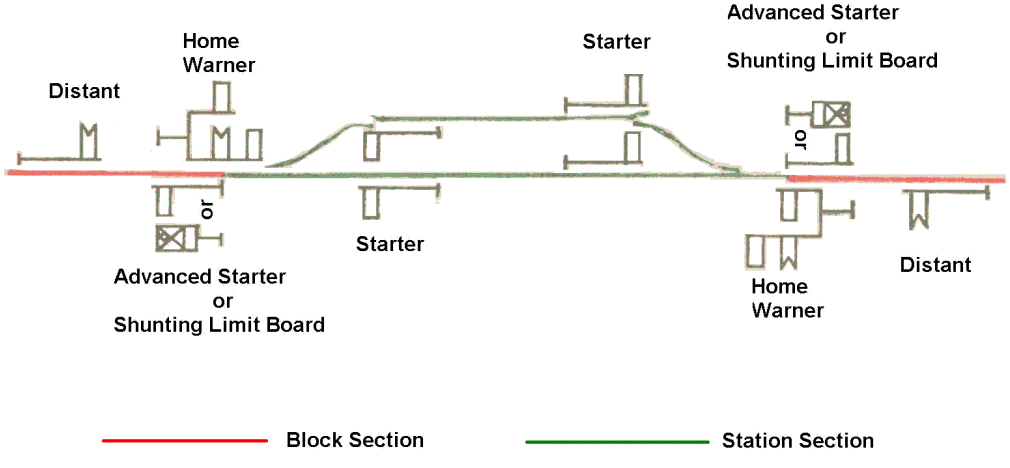


Class 'B' Single Line Station in Multiple Aspect Signalling Territory with Distant, Home, Starter and Advanced Starter Signals / Shunting Limit Boards

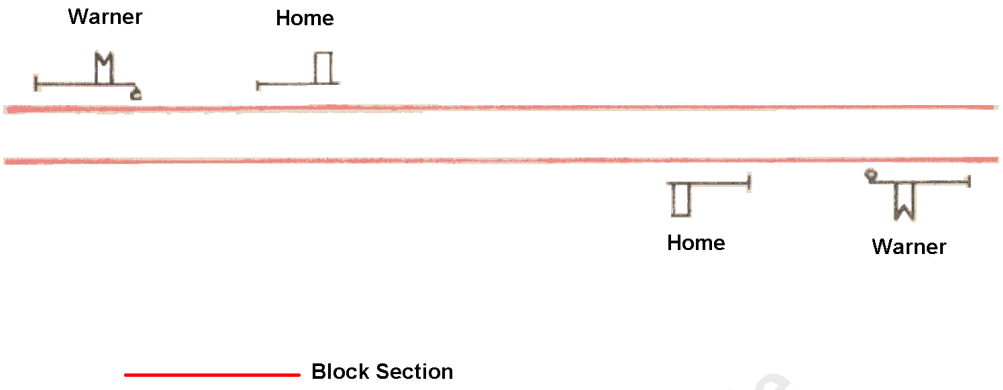


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Class 'B' Single Line Station in Modified Lower Quadrant Signalling Territory with Distant, Warner, Home, Starter and Advanced Starter Signals / Shunting Limit Boards

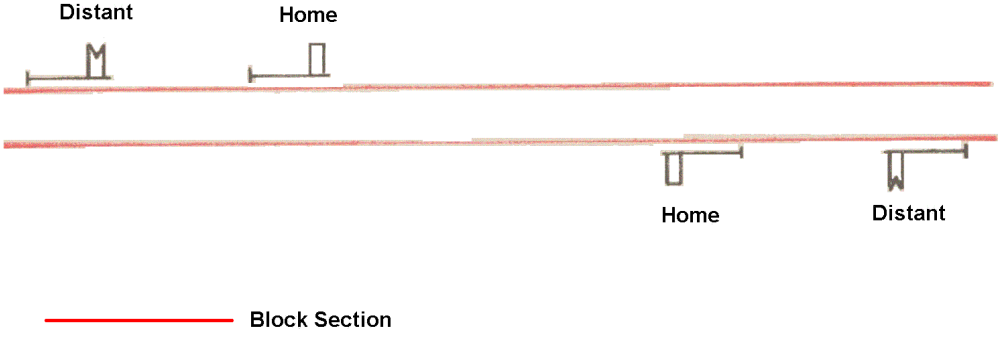


Class 'C' Double Line Station in Two Aspect Signalling Territory with Warner and Home Signals



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Class 'C' Double Line Station in Multiple Aspect Signalling Territory with Distant and Home Signals



Class 'C' Single Line Station in Two Aspect Signalling Territory with Warner and Home Signals

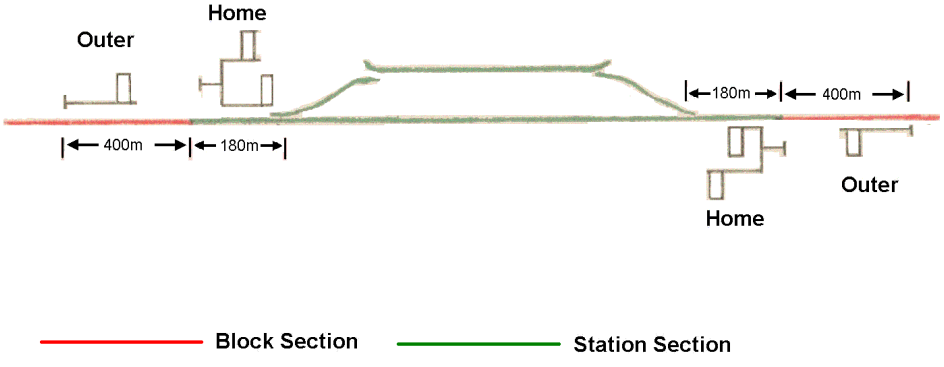


Class 'C' Single Line Station in Multiple Aspect Signalling Territory with Distant and Home Signals

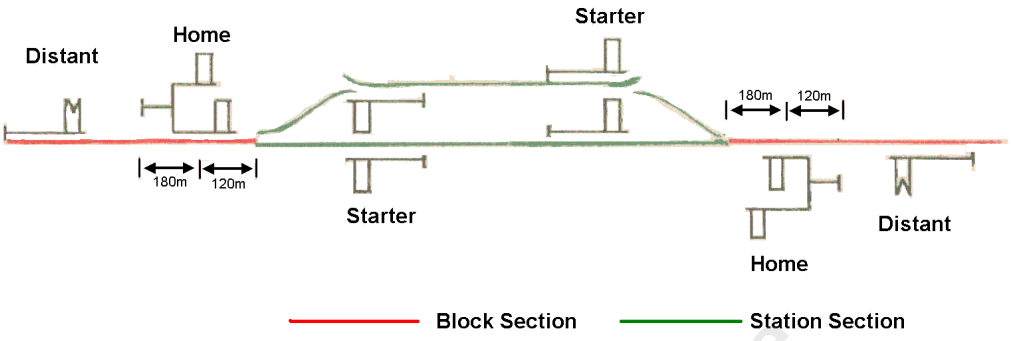


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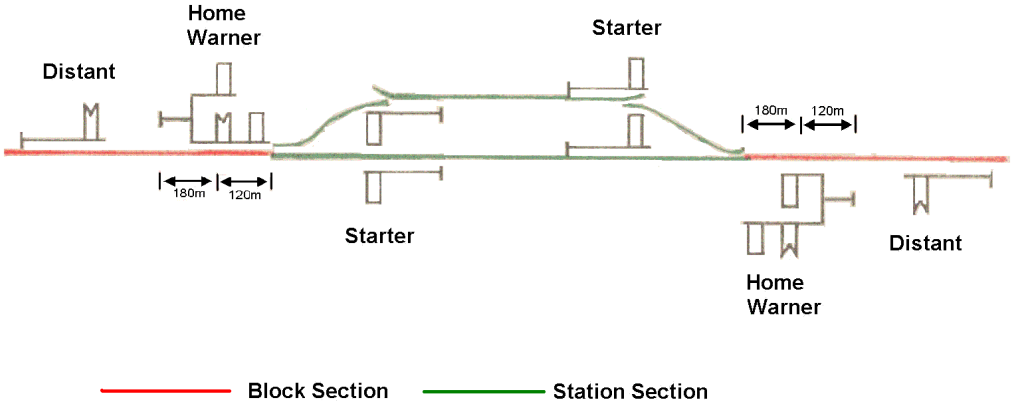
Class 'B' Single Line Station in Two Aspect Signalling Territory with Outer and Home Signals



Class 'B' Single Line Station in Multiple Aspect Signalling Territory with Distant, Home and Starter Signals



Class 'B' Single Line Station in Modified Lower Quadrant Signalling Territory with Distant, Warner, Home and Starter Signals



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CHAPTER IX

THE AUTOMATIC BLOCK SYSTEM

Note: - **The sections on which trains are working on Automatic Block System on this Railway, are notified in Working Time Table in force.**

A. RULES APPLICABLE TO DOUBLE LINE

9.01 ESSENTIALS OF THE AUTOMATIC BLOCK SYSTEM ON DOUBLE LINE.—

(1) Where trains on a double line are worked on the Automatic Block System.—

(a) the line shall be provided with continuous track circuiting or axle counters,

(b) the line between two adjacent block stations may, when required, be divided into a series of automatic block 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 (1) shall not be less than 120 metres.

(3) (a) under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4) (a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometres an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

9.02 DUTIES OF LOCO PILOT AND GUARD WHEN AN AUTOMATIC STOP SIGNAL ON DOUBLE LINE IS TO BE PASSED AT 'ON'.—

(1) When a Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'on', he shall bring his train to a stop in rear of the signal. After bringing his train to a stop in the rear of the signal, the Loco Pilot shall wait there for one minute by day and two minutes by night. If after waiting for this period, the signal continues to remain at 'on', he shall give the prescribed code of whistle and exchange signals with the Guard and then proceed ahead, as far as the line is clear, towards the next Stop signal in advance exercising great caution so as to stop short of any obstruction.

(2) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for in sub-rule (4)

(3) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he

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considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(4) When so sent for the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp lookout.

(5) When an Automatic Stop signal has been passed at 'on', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Loco Pilot shall continue to look out that signal 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.

B. RULES APPLICABLE TO SINGLE LINE

9.03 ESSENTIALS OF THE AUTOMATIC BLOCK SYSTEM ON SINGLE LINE.—

(1) Where trains on a single lines are worked on the Automatic Block System.—

(a) the line shall be provided with continuous track circuiting or axle counters,

(b) the direction of traffic shall be established only after Line Clear has been obtained from the block station in advance.

(c) a train shall be started from one block station to another only after the direction of traffic has been established.

(d) it shall not be possible to obtain Line Clear unless the line is clear, at the block station from which Line Clear is obtained, not only 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'

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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) all Stop signals against the direction of traffic shall be at 'on'.

(2) Unless otherwise directed by approved by special instructions, the adequate distance referred to in clauses (d) and (f) of sub-rule (1) shall not be less than 180 metres.

(3)(a) under special instructions, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorise the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometres an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.

9.04 MINIMUM EQUIPMENT OF FIXED SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE.—The minimum equipment of fixed signals to be provided for each direction shall be as follows.—

(a) Manual Stop signals at a station

(i) a Home,

(ii) a Starter,

(b) An automatic Stop signal in rear of the Home signal of the station

Note: - Under approved special instructions, the Automatic Stop signal may be dispensed with.

9.05 ADDITIONAL FIXED SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE.—

(1) Besides the minimum equipment prescribed in Rule 9.04 one or more additional Automatic Stop signals, as are considered necessary, in between block stations, may be provided.

(2) In addition, such other fixed signals as may be necessary for the safe working of trains may be provided.

9.06 CONDITIONS FOR TAKING 'OFF' MANUAL STOP SIGNALS IN AUTOMATIC BLOCK TERRITORY ON SINGLE LINE.—

(1) HOME SIGNAL.—When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only upto the Starter but also for an adequate distance beyond it.

(2) LAST STOP SIGNAL.—The Last Stop signal shall not be taken 'off' for a train unless the direction of traffic has been established and the line is clear upto the next Automatic Stop signal, or when the next Stop signal is a Manual Stop signal for an adequate distance beyond it.

(3) The adequate distance referred to in sub-rules (1) and (2) shall never be less than 120 metres and 180 metres respectively unless otherwise directed by approved special instructions. A sand hump of approved design, or subject to the sanction of the Commissioner of Railway Safety, a derailing switch shall be deemed to be an efficient substitute for the adequate distance referred to in sub-rule (1).

9.07 DUTIES OF LOCO PILOT AND GUARD WHEN AN AUTOMATIC STOP SIGNAL ON SINGLE LINE IS TO BE PASSED AT 'ON'.—

(1) When a Loco Pilot finds an Automatic Stop signal with an 'A' marker at 'on', he shall bring his train to a stop in rear of that signal and wait there for one minute by day and two minutes by night.

(2) If after waiting for this period, the signal continues to remain at 'on', and if telephone communication is provided near the signal, the Loco Pilot shall contact the Station Master of the next block station or the Centralised Traffic Control Operator of the section where Centralised Traffic Control is provided, and obtain his instructions. The Station Master or the Centralised Traffic Control Operator, as the case may be, shall, after ascertaining that there is no train ahead upto the next signal and that it is otherwise safe for the Loco Pilot to proceed so far as is known, give permission to the Loco Pilot to pass the signal in the 'on' position and proceed upto the next signal, as may be provided under special instructions.

(3) If no telephone communication is provided near the signal or if the telephone communication provided near the signal is out of order and cannot be made use of, the Loco Pilot shall give the prescribed code of whistle and exchange signals with the Guard and then proceed past the signal as far as the line is clear, upto the next Stop signal in advance, exercising great caution so as to stop short of any obstruction.

(4) The Guard shall show a Stop hand signal towards the rear when the train has been so stopped at an Automatic Stop signal, except as provided for under sub-rule (6).

(5) Where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 10 kilometre an hour. Under these circumstances, the Loco Pilot when not accompanied by an Assistant Loco Pilot, and if he considers it necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

(6) When so sent for by the Loco Pilot, the Guard shall accompany him on the engine cab, before he moves forward, to assist the Loco Pilot in keeping a sharp look out.

(7) When an Automatic Stop signal has been passed at 'on', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'off', the Loco Pilot shall continue to lookout for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

9.08 PERSON IN CHARGE OF WORKING TRAINS ON AUTOMATIC BLOCK SYSTEM ON SINGLE LINE.—

(1) Except where Centralised Traffic Control is in operation, the Station Master shall be responsible for the working of trains at and between stations.

(2) On a section where Centralised Traffic Control is in operation, the Centralised Traffic Control Operator shall be responsible for the working of trains on the entire section except as provided for in sub-rule (3).

(3) On a section where Centralised Traffic Control is in operation, the working of trains at a station or part of a station may be taken over by or handed over to the Station Master during emergency or as prescribed by special instructions. When such emergency control is transferred, the Station Master shall be the person in charge of working trains at the station or part of the station and the station shall be worked in accordance with sub-rule (1).

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C. RULES APPLICABLE TO BOTH DOUBLE AND SINGLE LINES

9.09 WORKING OF TRAINS ON CENTRALISED TRAFFIC CONTROL TERRITORY.—On a section where Centralised Traffic Control is in operation, the working of trains shall be governed by special instructions.

9.10 PROTECTION OF A TRAIN STOPPED IN AN AUTOMATIC BLOCK SIGNALLING SECTION.—

(1) When a train is stopped in an Automatic block signalling section, the Guard shall immediately exhibit a Stop hand signal towards the rear and check up that the tailboard or taillight is correctly exhibited.

(2) If the stoppage is on account of accident, failure, or obstruction and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle and the train shall be protected immediately as per Rule 6.03 except that for the protection of the occupied line one detonator shall be placed at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train or at such distance as has been fixed by special instructions.

9.11 LOCO PILOT TO REPORT FAILURES.—

(1) When a Loco Pilot has to pass an Automatic Stop signal at 'on' he shall stop his train at the next reporting station or cabin as prescribed by special instructions and report particulars of Automatic Stop signals passed at 'on' by him.

(2) The Station Master or person in charge of the reporting station or cabin shall promptly report the fact to the signal and operating officials concerned.

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.

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.

9.14 PROCEDURE WHEN SEMI-AUTOMATIC STOP SIGNAL IS 'ON'.—

(1) When a Semi-Automatic Stop signal is worked as an Automatic Stop signal, Rule 9.02 or 9.07 shall apply, as the case may be.

(2) When a Semi-Automatic Stop signal is working as a Manual Stop signal and becomes defective, it may only be passed under relevant rules detailed in Chapter III, Section 'H'.

(3) When a Loco Pilot is authorised to pass a Semi-Automatic Stop signal at 'On' by taking 'Off' the Calling-on signal fixed below it, he shall follow the precautions stipulated in Rule 9.02. or 9.07, as the case may be.

9.15 PASSING A GATE STOP SIGNAL AT 'ON' IN AUTOMATIC SIGNALLING TERRITORY.—If the Loco Pilot finds a gate Stop signal at 'on' in an Automatic signalling territory.—

(a) he shall comply with the provisions of Rule 9.02 or 9.07 as the case may be, if the 'A' marker is illuminated, or

(i) if the 'A' marker light is extinguished, he shall sound the prescribed code of whistle to warn the Gateman and bring his train to a stop in rear of the signal, and

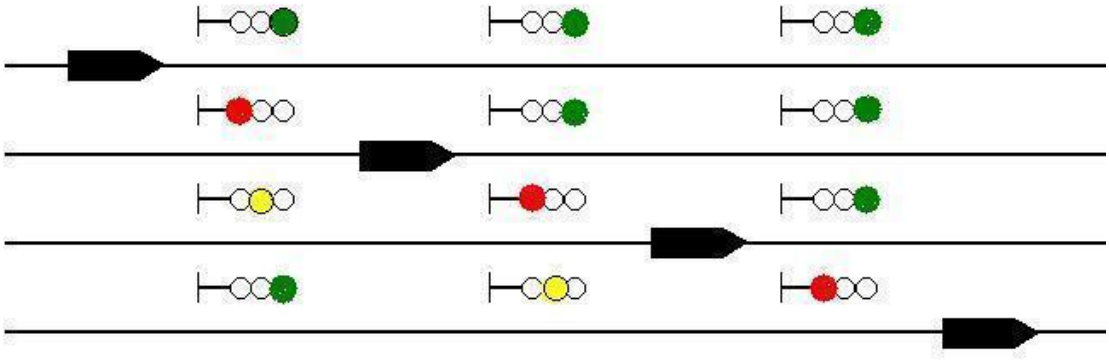
(ii) if after waiting for one minute by day and two minutes by night, the signal is not taken 'off', he shall draw his train ahead cautiously up to the level crossing, and

(iii) if the Gateman is available and exhibiting hand signals, proceed further past the level crossing gate cautiously, or

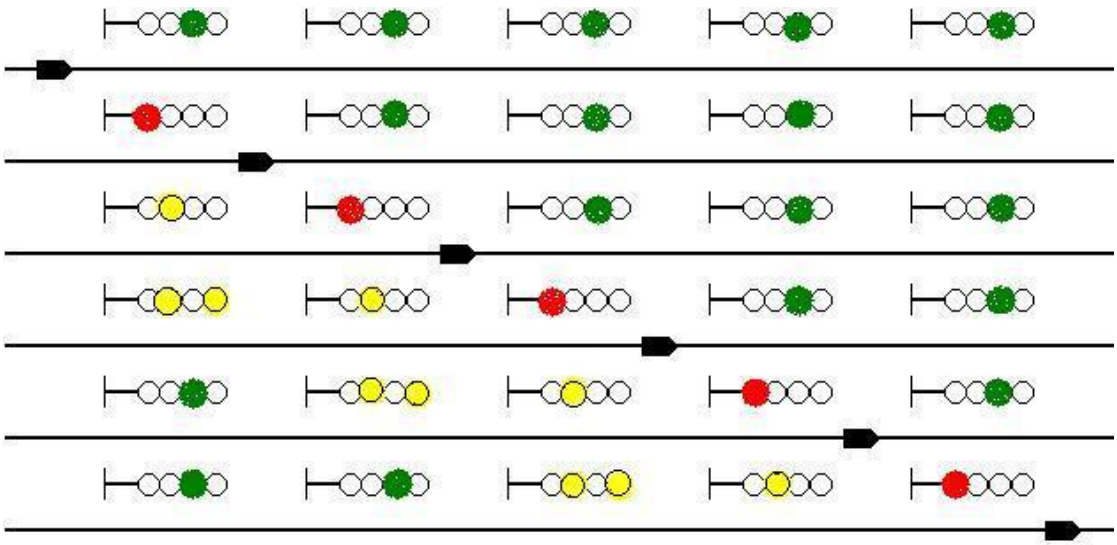
(iv) if the Gateman is not available, or, is available but not exhibiting hand signals, stop in rear of the level crossing and after ascertaining that the gates are closed against road traffic and on getting hand signals from the Gateman, and in his absence from Assistant Loco Pilot, the Loco Pilot shall sound the prescribed code of whistle and cautiously proceed up to the next stop signal complying with the rule 9.02 or 9.07 as the case may be.

9.16 ILLUSTRATIVE DIAGRAMS.—Automatic change of sequence of aspects behind the train in three-aspect and four-aspect 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



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CHAPTER X

THE FOLLOWING TRAINS SYSTEM

10.01 ESSENTIALS OF THE FOLLOWING TRAINS SYSTEM.—

(1) Where trains are worked on the Following Trains System, they may be despatched from one station to the next, following each other in succession in the same direction on the same line in such manner and at such intervals of time as may be prescribed by special instructions.

(2) Trains shall not be worked on the Following Trains System unless the Station Master of the Block station in advance has exchanged messages regarding his readiness to receive the trains and has, in addition, given his assurance that no train will be allowed to leave his station for the station from which the following trains are to be despatched, until the latter have all arrived at his station and until he has received permission to despatch trains in the opposite direction.

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10.02 REPORT TO THE COMMISSIONER OF RAILWAY SAFETY.—When the Following Trains System is introduced on any portion of a railway under Rule 7.01, a report shall be sent by telegram to the Commissioner of Railway Safety.

10.03 CONDITIONS TO BE OBSERVED IN WORKING TRAINS ON THE FOLLOWING TRAINS SYSTEM - When the 'following Trains System' is adopted, the following conditions shall be observed, namely.—

(a) no train shall start until the Loco Pilot has been given a written authority to proceed in the form prescribed for the purpose and a written acknowledgement thereof has been obtained from him, the train being stopped for the purpose, if not booked to stop,

(b) the authority to proceed shall state the station at which the train is next to stop, the speed at which it is to run and the actual time of departure of the preceding train,

(c) the Loco Pilot and Guard of each preceding train shall have been informed of the fact that a train will follow, and of the probable period which will elapse before the following train shall start.

(d) a train shall not follow another from a station unless there has elapsed, since the departure of the previous train, an interval of not less than 15 minutes, or such shorter interval as may be fixed by special instructions.

(e) all the trains following the first train shall be timed to run at the same speed and such speed shall not exceed 25 kilometres an hour except under special instructions,

(f) the actual time of the departure of each train shall at once be intimated to the block station in advance and the actual time of arrival of each train shall at once be intimated to the block station in rear, and

(g) the number of following trains running at the same time between any two block stations shall not be more than one for each 5 kilometres of station interval; and unless permitted by special instructions, shall never exceed four, whatever may be the length of the station interval.

10.04 DELIVERY OF AUTHORITY TO PROCEED TO LOCO PILOT OR GUARD ON THE FOLLOWING TRAINS SYSTEM.—

(1) Every authority to proceed shall be delivered to the Guard or Loco Pilot by the Station Master, or by some railway servant appointed in this behalf under special instructions.

(2) When such authority to proceed is delivered to the Loco Pilot under sub-rule (1), a duplicate shall be given to the Guard.

(3) When an authority to proceed is delivered to the Guard under sub-rule (1), it shall be either.—
(a) handed personally by the Guard to the Loco Pilot; or
(b) Countersigned by the Guard and then handed to the Loco Pilot either by the Station Master or by some railway servant appointed in this behalf by special instructions.

(4) An authority to proceed shall not be handed to the Loco Pilot under sub-rule (2) or (3) .—

(a) until the train is ready to start, and

(b) if the train is waiting to pass another train, until the whole of the latter train has come in and clear of the running line for the former train.

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10.05 AUTHORITY TO PROCEED ON THE FOLLOWING TRAINS SYSTEM.—The written authority to proceed for use on the Following Trains System shall be in the following form.—

S.No……. ……..Railway

THE FOLLOWING TRAINS SYSTEM
AUTHORITY TO PROCEED UP (OR DOWN)

Train No…….Up (or Down) Date……Time…..Hour…….Minutes
From……..Station to……..Station

To Loco Pilot and Guard.

(1) You are hereby authorised to proceed with your train from…….. Station to……station.
(2)* Train No……..ahead of your train left this station at……. Hours……minutes.
(3)* Train No…….. shall follow your train from this station at…….. Hours……..minutes.
(4) You are require to observe a speed restriction of..…… kilometres an hour.

Signed……
Station Master at…….
(Station Stamp)

Signature of Guard at …… Station.

*** Strike out whichever is inapplicable.**

This ticket shall be given up by the Loco Pilot immediately on arrival to the Station Master or other person authorised to receive it and such person shall immediately cancel it and place it on record.

10.06 RESPONSIBILITY AS TO PROPER PREPARATION OF AUTHORITY TO PROCEED ON THE FOLLOWING TRAINS SYSTEM.—

(1) When an authority to proceed is delivered to the Loco Pilot under sub-rule (1) of Rule 10.04, the Station Master shall see-

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(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 an authority to proceed is delivered to the Loco Pilot under sub-rule (1) of Rule 10.04, he shall satisfy himself that the 'Authority to Proceed' delivered to him has been correctly and completely prepared in the form prescribed for the purpose and he shall not proceed with his train until he has done so and the mistake or omission, if any, has been rectified.

(3) When an authority to proceed is delivered to the Guard of the train under sub-rule (3) of Rule 10.04, he shall, before it is handed to the Loco Pilot, satisfy himself similarly.

10.07 OBSTRUCTION IN FACE OF APPROACHING TRAIN OR TRAIN ON THE FOLLOWING TRAINS SYSTEM.—The line shall not be obstructed outside the outermost facing points in face of an approaching train as long as this system of working is in force.

10.08 CESSATION OF WORKING ON THE FOLLOWING TRAINS SYSTEM.—When it is intended that no more following trains shall be despatched in the same direction, the Station Master shall intimate such intention by a message to the block station in advance, after which no more trains in either direction shall be despatched between the two stations until the last train has arrived at block station in advance and the line has been cleared between the two stations.

10.09 PROTECTION OF TRAINS ON THE FOLLOWING TRAINS SYSTEM.—

(1) When a train is stopped between stations and if the detention exceeds or is likely to exceed five minutes, it shall be protected in accordance with the provision of Rule 6.03, except that the Guard going back to protect the train shall place one detonator at 250 metre from the train on the way out, and two detonators 10 metre apart, at 500 metre from the train, irrespective of gauge.

(2) In case the train, stopped between stations is unable to proceed on account of accident, failure, obstruction or any other

exceptional cause, the Loco Pilot shall also arrange to protect the train in front in the manner laid down for the Guard.

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CHAPTER XI

THE PILOT GUARD SYSTEM

11.01 ESSENTIALS OF THE PILOT GUARD SYSTEM—Where trains are worked on the Pilot Guard System.—

(a) a railway servant (hereinafter called a Pilot Guard) shall be specially deputed to pilot trains; and

(b) no train shall leave a station except under the personal authority of the Pilot Guard.

11.02 CONDITIONS TO BE OBSERVED FOR FOLLOWING TRAINS ON THE PILOT GUARD SYSTEM.—Trains shall not follow one another in the same direction between stations, unless—

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train

11.03 PILOT GUARD'S DRESS OR BADGE.—The Pilot Guard shall be distinguished by a red dress or badge.

11.04 PILOT GUARD TO ACCOMPANY TRAIN OR GIVE AUTHORITY TO PROCEED.—

(1) No train shall be started from a station unless the Loco Pilot sees that it is accompanied by, or that the authority to proceed is given personally by the Pilot Guard wearing the dress or badge prescribed in Rule 11.03

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(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 footplate of the engine.

11.05 PILOT GUARD'S TICKETS.—

(1) When the Pilot Guard does not accompany a train, he shall deliver to the Guard (or, if there be no Guard, to the Loco Pilot) a Pilot Guard's ticket on a printed form properly filled up and signed in ink, as the authority to proceed.

(2) Every such ticket shall apply only to the single journey to the station named on it.

(3) If the train is in charge of a Guard, he shall, before the train is started, deliver the ticket to the Loco Pilot.

(4) Immediately on the arrival of the train, the Loco Pilot shall deliver the ticket to the Station Master who shall at once cancel it.

11.06 PROTECTION OF TRAINS ON THE PILOT GUARD SYSTEM.—In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provision of Rule 10.09

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CHAPTER XII

THE TRAIN-STAFF AND TICKET SYSTEM

12.01 ESSENTIALS OF THE TRAIN-STAFF AND TICKET SYSTEM: -

Where trains are worked between two stations on the Train-staff and Ticket System.—

(a) a single Train-staff shall be kept at one such stations, and

(b) no train shall start from either of such stations to the other unless the said Train-staff is at the station from which the train starts and has either been handed to or shown to the Loco Pilot by the Station Master when giving such permission.

12.02 SYSTEM WHERE APPLICABLE.—Trains may be worked on the Train-staff and Ticket System only when the line is single and only between such stations as have been declared by special instructions to be Train-staff stations.

12.03 CONDITIONS TO BE OBSERVED FOR FOLLOWING TRAINS ON THE TRAIN-STAFF AND TICKET SYSTEM.—

Train shall not follow one another in the same direction between Train-staff stations, unless.

(a) the Loco Pilot has been properly warned of the time of departure of the preceding train and of the place at which it will next stop;

(b) all the trains are timed to run at the same speed, and such speed shall not exceed 25 kilometres an hour except under special instructions ; and

(c) an interval of fifteen minutes has elapsed since the departure of the preceding train.

12.04 LOCO PILOT TO HAVE TRAIN-STAFF OR TRAIN-STAFF TICKET.—

No train shall be started from a station unless the Loco Pilot has in his possession to be carried with him on the journey, either the Train-staff or a Train-staff Ticket, for the section of the line over which the train is about to travel.

12.05 TRAIN-STAFF OR TRAIN-STAFF TICKET: BY WHOM TO BE DELIVERED TO LOCO PILOT.—

The Train-staff or Train-staff Ticket shall be delivered to the Loco Pilot by the Station Master or by some railway servant appointed in this behalf by special instructions.

12.06 TRAIN-STAFF OR TRAIN-STAFF TICKET: WHEN TO BE DELIVERED TO LOCO PILOT.—

(1) When no other train is intended to follow before the Train-staff will be required for a train running in the opposite direction, then subject to the provisions of sub-rule (3), the Train-staff shall be delivered to the Loco Pilot.

(2) When other trains are intended to follow before the Train-staff can be returned, then, subject to the provision of sub-rule (3), a Train-staff Ticket indicating that the Train-staff is following, shall be delivered to the Loco Pilot of each train except the last; and the Train-staff shall be delivered to the Loco Pilot of the last train.

(3) When a train is assisted by a second engine in rear, a Train-staff ticket shall be delivered to the Loco Pilot of the front engine and the Train-staff shall be delivered to the Loco Pilot of the rear engine;

Provided that if both the engines attached to the train are to travel over the entire length of line to which the Train-staff applies, and the train is be followed by other trains, a Train-staff Ticket shall be delivered to the Loco Pilot of each of the engines attached to the first mentioned train.

(4) When a train is assisted by a second engine in front, the Train-staff or a Train-staff Ticket, as the case may be, shall be delivered to the Loco Pilot of the leading engine.

(5) When a material train has to stop between stations, the Train-staff shall be delivered to the Loco Pilot.

(6) The Train-staff or a Train-staff Ticket shall not be delivered to the Loco Pilot of any train until the train is ready to start.

(7) The Loco Pilot shall not accept a Train-staff Ticket unless he sees the Train-staff at the same time in the possession of the person who delivers the Train-staff Ticket to him.

12.07 TRAIN-STAFF TO BE KEPT ON ENGINE.—
When the Train-staff is delivered to the Loco Pilot of a train, he shall place it in a conspicuous place provided for the purpose on the engine.

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12.08 TRAINS NOT TO BE STARTED UNTIL TRAIN-STAFF RETURNED.—

When the Train-staff has been taken away from a station by the Loco Pilot of a train, no other train shall be started from that station to follow the first mentioned train until the Train-staff has been returned to the station.

12.09 TRAIN-STAFF OR TRAIN-STAFF TICKET TO BE GIVEN UP AND TICKET TO BE CANCELLED ON ARRIVAL OF TRAIN.—

(1) Upon the arrival of a train at the station to which the Train-staff or a Train-staff Ticket extends, the Loco Pilot shall immediately give the Train-staff or Train-staff Ticket to the Station Mater, or to some railway servant appointed by special instructions to receive it.

(2) The person to whom any such Train-staff Ticket is so delivered shall immediately cancel the same.

12.10 PROCEDURE WHEN ENGINE IS DISABLED ON THE TRAIN-STAFF AND TICKET SYSTEM.—

(1) If an engine which carries the Train-staff breaks down between two stations, Assistant Loco Pilot shall take the Train-staff to the Staff-station in the direction whence assistance can best be obtained, in order that Train-staff may be available at that station for delivery to the Loco Pilot of the assisting engine.

(2) If an engine which carries a Train-staff Ticket breaks down between two stations, assistance shall ordinarily be obtained only from the station at which the Train-staff has 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. Assistant Loco Pilot shall accompany the assisting engine to the spot.

12.11 TRAINS-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.

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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 shall be in the following form.—

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Ticket No…… ……Railway

TRAIN-STAFF TICKET

UP (OR DOWN)

Train No……..

Time.……Hours……Minutes

From…….To……..……

To Loco Pilot and Guard.

You are authorised to proceed from……..…station to….……. station and the Train-staff will follow.

Train No…….in front left ……hours……minutes.

Signed……
Date…….. Station Master at……
(Station Stamp)

(BACK OF TICKET)

The Loco Pilot shall not accept this ticket unless he sees the Train-staff for the portion of the line which he is about to enter.

This ticket shall be given up by the Loco Pilot, immediately on arrival, to the Station Master or other person authorised to receive it, and such person shall immediately cancel it

12.15 RECORD OF TRAIN-STAFF TICKETS ISSUED.—The Station Master shall keep a record in a book of each Train-staff Ticket issued, showing the number of each ticket and the particular train for which it was issued.

12.16 OBSTRUCTION OUTSIDE THE HOME SIGNAL.—The line outside the home signal shall not be obstructed unless the Train-staff of the portion of the line to be obstructed is at the station.

12.17 PROTECTION OF TRAINS ON THE TRAIN-STAFF AND TICKET SYSTEM.—In the event of a train, which is followed by another train, stopping on the line between stations, the Guard and the Loco Pilot shall take action to protect the train in accordance with the provision of rule 10.09.

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CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01 **Use of the One Train Only System.—Trains may be worked on the One Train Only System, only on short terminal branches on the single line.**

13.02 **Essentials of the One Train only System.—Where trains are worked on the One Train Only System, only one train shall be on the section on which this system is in force, at one and the same time.**

13.03 **Authority to enter the section.—A Loco Pilot shall not take his train into the section unless he is in possession of the Authority to proceed as prescribed by special instructions.**

13.04 **PROCEDURE IN CASE OF ACCIDENT OR DISABLEMENT ON THE ONE TRAIN ONLY SYSTEM.—**

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

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

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

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where

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

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

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

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CHAPTER XIV

BLOCK WORKING

A. GENERAL PROVISIONS

14.01 MEANS OF GRANTING OR OBTAINING LINE CLEAR.— The running of every train shall, in its progress from one block station to another, be regulated by means of any one of or a combination of the following: -

(a) electrical block instruments of token or token less type,
(b) track circuits,
(c) axle counters, or
(d) electrical communication instruments

14.02 PROVISION OF INSTRUMENTS.—

(1) Electrical communication instruments shall be provided at every station, except at class 'D' stations where, they may be provided under special instructions.

(2)(a) The electrical block instruments, where provided, and electrical communication instruments at any station shall be of a type approved by the Commissioner of Railway Safety and shall not be brought into use in the first instance unless they have been passed by him.

(b) The person in charge of the maintenance of electrical block instruments or electrical communication instruments shall not without the approval of the Commissioner of Railway Safety, permit the substitution, for the instruments and installation brought into use in the first instance, of any instruments or installation which do or does not satisfy the conditions prescribed in clause (a).

14.03 CONSENT REQUIRED BEFORE INTERFERING WITH BLOCK WORKING EQUIPMENT.— No railway servant shall interfere with the block working equipment, or their fittings for the purpose of effecting repairs, or for any other purpose, except with the previous consent of the Station Master.

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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 for 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.

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 -

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Ref. No.	Indication	Code	How signalled	How Acknowledged
1.	CALL ATTENTION, OR ATTEND TELEPHONE	0	One stroke or beat	One stroke or beat
2.	IS LINE CLEAR, OR LINE CLEAR ENQUIRY	00	Two	Two
3.	TRAIN ENTERING BLOCK SECTION	000	Three	Three
4.	(A) TRAIN OUT OF BLOCK SECTION (B) OBSTRUCTION REMOVED	0000	Four	Four
5.	(A) CANCEL LAST SIGNAL (B) SIGNAL GIVEN IN ERROR	00000	Five	Five

Ref. No.	Indication	Code	How signalled	How Acknowledged
6.	(A) OBSTRUCTION DANGER SIGNAL (GENERAL)	000000	Six	Six
	(B) STOP AND EXAMINE TRAIN	000000—0	Six pause one	Six pause one
	(C) TRAIN PASSED WITHOUT TAIL LAMP OR TAIL BOARD	000000—00	Six pause two	Six pause two
	(D) TRAIN DIVIDED	000000—000	Six pause three	Six pause three
	(E) VEHICLES RUNNING AWAY IN WRONG DIRECTION ON DOUBLE LINE OR INTO THE BLOCK SECTION ON SINGLE LINE.	000000—0000	Six pause four	Six pause four

	(F) VEHICLES RUNNING AWAY IN RIGHT DIRECTION ON DOUBLE LINE	**000000—00000**	**Six pause five**	**Six pause five**
7.	**TESTING**	**0000000000000000**	**Sixteen**	**Sixteen**

Note. - (1) '0' indicates a Stroke or a Beat and '—' indicates a Pause.
(2) Each signal shall be given slowly and distinctly.
(3) Exchange of bell codes under reference number 3 and 4 are not required in a section provided with block proving axle counter or track circuit having complete track circuiting of station yard excluding non-running lines on either end.

14.06 ACKNOWLEDGEMENT OF SIGNALS.—

(1) Each signal received shall be acknowledged by sending its authorised acknowledgment.

(2) No signal shall be acknowledged until it is clearly understood.

(3) A signal shall not be deemed to be complete until it is acknowledged.

(4) If the station to which a signal is sent does not reply, the signal shall be repeated at intervals of not less than 20 seconds until reply is received.

14.07 TRAIN SIGNAL REGISTER.—

(1) A train Signal Register shall be kept by the Station Master or under his orders.

(2) All signals received or sent on the electrical block instruments and the timings of receipt and despatch shall be entered therein, immediately after 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 eraser shall be made in the register, but if any entry is found to be incorrect, a line shall be drawn through it, so that it may be read at any time and the correct entry shall be made above it.

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(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.

14.08 AUTHORITY TO PROCEED.—The Loco Pilot shall not take his train from a block station unless he has been given an authority to proceed –

(A) on the double line, by the taking 'off' of the last Stop signal, and

(B) on the single line, either –

(i) by a token for the block section, taken from an electrical block instrument, or

(ii) by a Line Clear Ticket duly signed by the Station Master, or

(iii) by any document prescribed in this behalf by special instructions, or

(iv) by the taking 'off' 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.

14.09 LOCO PILOT TO EXAMINE AUTHORITY TO PROCEED—

(1) The Loco Pilot shall ensure that the authority to proceed given to him is the proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.

(2) If the conditions mentioned in sub-rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.

14.10 CONDITIONS FOR CLOSING THE BLOCK SECTOIN.—

(1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.

(2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed special instructions--

(a) that the train has arrived complete, or the cause of blocking the section has been removed, and

(b) that the conditions under which Line Clear can be given, are complied with.

(3) The provision of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.

(4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

14.11 RESPONSIBILITY OF STATION MASTER AS TO AUTHORITY TO PROCEED.—

(1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

(2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.

(3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.

(4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.

(5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.

14.12 SPECIAL RESPONSIBILITY AS TO ELECTRICAL TOKEN INSTRUMENTS AND TO THE TOKEN.—

(1) The Station Master shall be responsible to ensure that: -

(a) no one but himself operates the electrical block instruments,

(b) the procedure regarding bell signals and, in addition any communication made by electrical communication instruments including the use of a private number, as laid down under special instructions, is correctly carried out;

(c) in the case of stopping trains, the incoming token is surrendered by the Loco Pilot before an outgoing token is delivered to him;

(d) when he receives the token of an incoming train, it is put in the electrical block instrument immediately; and

(e) no one except the person authorised by special instructions opens the electrical block instruments.

(2)(a) A token shall not be taken out of an electrical block instrument earlier than necessary and when taken out, its number shall be recorded in the Train Signal Register, and it shall be kept in the personal custody of the Station Master till issued to a Loco Pilot or returned to the instrument.

(b) On arrival of the train at the block station in advance, the Loco Pilot shall give up the token in accordance with special instructions and this token shall then be placed in the electrical block instrument at that station.

(c) If the train has to return to the block station from which it started, the token shall, on such return, be replaced in the electrical block instrument from which it was extracted.

14.13 FAILURE OF ELECTRICAL BLOCK INSTRUMENTS OR TRACK CIRCUITS OR AXLE COUNTERS.—

(1) If the electrical block instruments, track circuits or axle counters or their electric connections fail, Line Clear shall be obtained through the electrical communication instruments.

(2) When Line Clear has been so obtained, an entry to that effect shall be made in the Train Signal Register, and the train may be allowed to proceed on the issue of a written authority to proceed, which shall also bear a remark to that effect.

14.14 CLOSING OF INTERMEDIATE BLOCK POST.— If the electrical block instruments provided at the stations on either side of an Intermediate Block Post or the track circuiting provided beyond the last Stop signal, or the axle counters provided at either end of block section, fail, the Intermediate Block Stop signal shall be treated as defective and the Intermediate Block Post shall be deemed to be closed and the section between the stations on either side of the Intermediate Block Post shall be treated as one block section.

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

14.15 TRANSMISSION OF SIGNALS.—For the working of trains at such stations where electrical block instruments are not provided, signals as prescribed under special instructions shall be transmitted, as occasion may require, on the electrical communication instruments.

14.16 TRAIN SIGNAL REGISTER.—The Train Signal Register referred to in Rule 14.07 shall also be maintained at block stations where block instruments are not provided.

14.17 FORMS FOR MESSAGES AND WRITTEN AUTHORITY TO PROCEED.—

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written on forms specially provided for the purpose by the Railway Administration.

(2) Such forms shall be bound up in books and kept at each block station by the Station Master, or by some railway servant appointed in this behalf by special instructions.

14.18 DISTINCTION OF MESSAGES.—

(1) Every message despatched in connection with the working of a train shall distinctly describe the train to which it relates.

(2) For every train, a separate inquiry and reply shall be sent.

14.19 WRITING AND SIGNING OF MESSAGES AND WRITTEN AUTHORITIES TO PROCEED.—

(1) All messages despatched in connection with the working of trains, and all written authorities to proceed, shall be written up in ink and signed by the persons authorised to despatch or issue the same.

(2) No message or written authority to proceed shall be written out, either in full or in part or signed, until necessary.

14.20 COMPLETION OF MESSAGES.—No part of any message shall be despatched or acted upon until the whole message has been written out except with a view to the prevention of an accident or in some other case of emergency.

14.21 PRESERVATION OF MESSAGES AND WRITTEN AUTHORITIES TO PROCEED.—Messages and written authorities to proceed shall be destroyed at such time after issue as may be prescribed by special instructions:

Provided that no message or written authority to proceed shall be destroyed before one month after issue.

14.22 CANCELLATION OF LINE CLEAR.—On a single line when a Line Clear has been cancelled, no train shall be allowed to leave in the opposite direction until a message has been received acknowledging such cancellation and stating that the train for which the Line Clear has been given is and shall be detained.

14.23 LOCO PILOT TO HAVE AUTHORITY TO PROCEED.—The Loco Pilot shall not take his train from a station unless he has in his possession, as his authority to proceed, a Line Clear Ticket duly signed by the Station Master.

14.24 AUTHORITY TO PROCEED: WHEN TO BE GIVEN TO LOCO PILOT.—An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.

D. LINE CLEAR TICKETS

14.25 LINE CLEAR TICKTS.—

(1) When owing to failure or non-provision of electrical block instruments, the authority to proceed is a Line Clear Ticket, it shall be in prescribed format.

(2) **Each such ticket shall bear a serial number which shall be recorded in the Train Signal Register, the numbers for the Down direction being clearly distinguished from those for the Up direction.**

(3) **The ticket referred 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, watermark arrow pointing 'up' and 'down' shall be printed on the ticket.**

14.26. **USE AND OPERATION OF BLOCK WORKING EQUIPMENT.—The use and operation of electrical block instruments shall be governed by special instructions to be issued with the prior approval of the Railway Board.**

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CHAPTER XV

PERMANENT WAY AND WORKS

A. RAILWAY SERVANTS EMPLOYED ON THE PERMANENT WAY OR WORKS

15.01 CONDITION OF PERMANENT WAY AND WORKS.—Each Inspector of Way or Works shall be responsible for the condition of the permanent way and works under his charge.

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-incharge all accidents to, or defects in the way or works, which he considers likely to interfere with the safe running of trains, at the same time taking such action as may be necessary to prevent accidents.

15.03 KEEPING OF MATERIAL.—Each Inspector of Way or Works shall see to the security of all rails, chairs, sleepers and other material in his charge and ensure that such of the said articles as are not actually in use are properly stacked clear of the line so as not to interfere with the safe running of trains.

15.04 INSPECTION OF PERMANENT WAY AND WORKS.—

(1) Every portion of the permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions:

Provided that the interval between such inspections may, under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic.

(2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with special instructions.

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 General Rule 3.62.

15.06 WORK INVOLVING DANGER TO TRAINS OR TRAFFIC.— A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous permission of the Inspector of Way or Works, or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such permission shall himself be present to superintend such work and shall see that the provisions of Rules 15.08 and 15.09 are observed.

Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the Gangmate may commence the work at once and shall himself ensure that provisions of Rule 15.09 are observed.

15.07 WORK IN THICK, FOGGY OR TEMPESTUOUS WEATHER IMPAIRING VISIBILITY.—In thick, foggy or tempestuous weather impairing visibility, no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in cases of emergency.

15.08 PRECAUTIONS BEFORE COMMENCING OPERATIONS WHICH WOULD OBSTRUCT THE LINE.—

(1) No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until Stop signals have

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been exhibited and where prescribed detonators used; and if within station limit, he has also obtained written permission of the Station Master and all necessary signals have been placed at 'on':

(2) No work involving removal of any rail from the track shall be under taken without traffic block, except as provided in sub rule (3).

(3) In emergent cases, the Engineering official not below the rank of Section Engineer (P.Way) grade-III, undertaking such operation shall first bring the train to stop and advise the Loco Pilot of the train about the need to stop the train through a written memorandum. The Engineering official shall simultaneously arrange to send message to the Station Master 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.

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 Signal have, in addition to being placed in the 'on' position, been disconnected, so that such signal 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.

15.09 SHOWING OF SIGNALS.—

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the Loco Pilot that he has to 'Stop' or 'Proceed' at a restricted speed, the following signals shall be shown and where prescribed, detonators used, if on a double line in the direction from which trains may approach and if on a single line in each direction: -

(a) When the train is required to Stop and the restriction is likely to last only for a day or less.—

A banner flag shall be exhibited at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge and three detonators shall be placed, 10 metres apart, at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at a distance of 30 metres from the place of obstruction, at the banner flag and at a distance of 45 metres from the three detonators. The railway servant at the place of obstruction shall give proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand-signalled past the place of obstruction.

(b) When the train is required to Stop and the restriction is likely to last for more than a day.—

A Stop indicator shall be exhibited at a distance of 30 metres from the place of obstruction and a caution indicator at 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and Narrow Gauge from the place of obstruction. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.

(c) When the train is not required to Stop and the restriction is likely to last only for a day or less.—

Proceed with caution hand signals shall be exhibited at a distance of 30 metres and again at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by special instructions, where required. The railway servant at the place of obstruction shall give proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand-signalled passed the place of obstruction.

(d) When the train is not required to Stop and the restriction is likely to last for more than a day.—

A speed indicator shall be exhibited at a distance of 30 metres from the place of obstruction and again a caution indicator at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably

increased by special instructions, where required. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.

(2) In case the place of obstruction is within station limits.—

(a) The provision of sub-rule (1) may be dispensed with if the affected line has been isolated by setting and securing of points or by securing at 'on' the necessary manually controlled Stop signal or signals and

(b) Approach signals shall not be taken 'off' for a train unless the train has been brought to a Stop at the first Stop signal, except in cases where the Loco Pilot has been issued with a Caution Order at a station in rear, informing him of the obstruction and the details thereof.

(3) If the place of work is situated in Automatic Signalling territory and if the distance between the place of obstruction and the Automatic signal controlling the entry of train in the signalling section concerned is less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and provided the Automatic signal has been secured at 'on': -

(a) the banner flag and three detonators referred to in clause (a) of sub-rule (1) may be provided at 90 and 180 metres respectively; and

(b) the caution indicator referred to in clause (b) of sub-rule (1) may be dispensed with.

(4) The shapes and sizes of the indicators referred to in clauses (b) and (d) of sub-rule (1) may be prescribed by special instructions.

15.10 ASSISTANCE IN PROTECTION OF TRAINS.—Every railway servant employed on way or works shall, on the requisition of the Guard of a train or the Loco Pilot thereof, render assistance for the protection of the train.

15.11 GANGMATE IN EACH GANG.—Each Inspector of Way or Works shall see that in every gang employed in his length of line there is a competent Gangmate.

15.12 KNOWLEDGE OF SIGNALS AND EQUIPMENT OF GANG.—Each Inspector of Way or Works shall see—

(a) that every Gangman and Gangmate employed under him has a correct knowledge of hand signals and detonating signals; and

(b) that every gang employed in his length of line is supplied with a permanent way gauge, two sets of flag signals, two hand signal lamps and ten detonators, in addition to such other tools or implements as may be prescribed by special instructions.

15.13 INSPECTION OF GAUGES, SIGNALS, TOOLS AND IMPLEMENTS.—

(1) Each Inspector of Way or Works shall at least once in every month inspect the permanent way gauges, flags, signal lamps, detonators, tools and implements supplied to the gangs under clause (b) of Rule 15.12 and ascertain whether the above equipment is complete and in good order.

(2) He shall also see that any defective or missing articles are replaced.

15.14 RESPONSIBILITY OF GANGMATE AS TO SAFETY OF LINE.—Each Gangmate shall—

(a) see that his length of line is kept safe for the passage of trains;

(b) that the signals supplied to him under clause (b) of Rule 15.12, are kept in proper order and ready for use;

(c) that the men in his gang each have a correct knowledge of hand signals and detonating signals.

(d) endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof and

(e) when repairing, lifting or lowering the line or when performing any other operation which shall make it necessary for a train to proceed cautiously, himself be present at the spot and be responsible that the caution signals prescribed in Rule 15.09 are shown.

15.15 BLASTING.—No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions.

15.16 PUTTING IN OR REMOVING POINTS OR CROSSINGS.—Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

15.17 DUTIES OF GANGMATE AND GANGMAN WHEN APPREHENDING DANGER.—If a Gangmate or Gangman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to proceed with caution or to Stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the Inspector of Way or Works.

B. THE WORKING OF LORRIES, TROLLEYS AND MOTOR TROLLEYS

15.18 DISTINCTION BETWEEN TROLLEY, LORRY AND MOTOR TROLLEY.—

(1) A vehicle which can be lifted bodily off the line by four men shall be deemed to be a trolley and any similar but heavier vehicle shall be deemed to be a lorry.

(2) Any trolley which is self-propelled, by means of a motor, is a motor trolley.

(3) A trolley shall not, except in cases of emergency, be used for the carriage of permanent way or other heavy material; and when a trolley is so loaded, it shall be deemed, for the purposes of these rules, to be a lorry.

15.19 RED FLAG OR LIGHT TO BE SHOWN.—Every lorry or trolley when on the line shall show a red flag by day and a red light by night, during thick, foggy or tempestuous weather

impairing visibility or in a tunnel in the directions from which a train may come.

15.20 EQUIPMENT OF TROLLEY, LORRY OR MOTOR TROLLEY.—Each trolley, lorry or motor trolley shall have the following equipment: -

(a) two hand signal lamps,

(b) two red and two green hand signal flags,

(c) sufficient supply of detonators,

(d) a chain and a padlock,

(e) a copy of the Working Time Table and all correction slips and appendices, if any, in force on that section of the railway over which the trolley, lorry or motor trolley is to run,

(f) a motor horn and a searchlight (for motor trolley only),

(g) two banner flags (for lorry only) and

(h) such other articles as may be prescribed by the Railway Administration in this behalf.

Note: -The official Incharge of the trolley, lorry or motor trolley shall also be in possession of a watch in addition to the prescribed equipment.

15.21 EFFICIENT BRAKES.—No lorry or trolley shall be placed on the line unless it is fitted with efficient brakes.

15.22 QUALIFIED PERSON TO BE IN CHARGE OF LORRY OR TROLLEY WHEN ON THE LINE.—

(1) No lorry or trolley shall be placed on the line except by a qualified person appointed in this behalf by special instructions.

(2) Such qualified person shall accompany the lorry or trolley and shall be responsible for its proper protection and for its being used in accordance with special instructions.

15.23 ATTACHMENT TO TRAIN PROHIBITED.—No lorry or trolley shall be attached to a train.

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.

15.25 MOTOR TROLLEY.—A motor trolley shall only be run in accordance with special instructions.

15.26 PROTECTION OF TROLLEY ON THE LINE.—The qualified person in charge of a trolley shall, before leaving a station, ascertain the whereabouts of all approaching trains and shall, when a clear view is not obtainable for an adequate distance: -

(a) on single line, in both directions, or
(b) on a double line, in the direction from which trains may approach, take such precautions for the protection of his trolley as may be prescribed by special instructions.

15.27 PROTECTION OF LORRY ON THE LINE.—

(1) Whenever it is proposed to place a lorry, whether loaded or empty on the line, the line shall, if it is possible to do so, without interference with the working of trains, be blocked under the rules for working of trains.

(2) Except under approved special instructions, when the line has not been so blocked and a lorry whether loaded or empty is placed on the line, the lorry shall be protected—

(a) on double line, by one or two men as required, at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the

Narrow Gauge from the lorry in the direction from which trains may approach, or

(b) on single line, by one or two men as required following and preceding the lorry at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the lorry on either side.

(3) Each man so following or preceding the lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line, 10 metres apart, immediately the lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching and continue to display the Stop hand signal.

(4) The man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching and continue to display the Stop hand signal.

(5) In all cases where the flagmen in advance or in rear cannot be kept in view from the lorry, additional intermediate flagmen shall be posted to relay the signals.

(6) The Stop signals and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-incharge of the lorry.

15.28 LORRIES AND TROLLEYS OUT OF USE.—A lorry or trolley, when not in use, shall be placed clear of the line and the wheels thereof be secured with a chain and padlock.

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CHAPTER XVI

LEVEL CROSSINGS

16.01 KNOWLEDGE OF SIGNALS.—No person shall be appointed to be a Gateman unless he has a knowledge of signals.

16.02 SUPPLY AND CARE OF EQUIPMENT.—Every Gateman shall.—

(a) be supplied with day and night hand signals, detonators and other prescribed equipment; and

(b) keep such signals, detonators and other equipment in proper order and ready for use.

16.03 ROAD TRAFFIC.—

(1) Subject to such special instructions in that behalf as are permitted by these rules, all gates at level crossings shall be kept constantly closed and securely fastened across the thorough fare on both sides of the railway and shall only be opened when it is necessary and safe to open them for the passage of road traffic.

Provided that any Railway Administration may from time to time issue special instructions for any particular level crossing or class of level crossing and may by such special instructions permit the gates at any level crossing or class of level crossing to be normally kept open to road traffic and may therein prescribe the conditions under which gates are to be kept closed against road traffic for the passage of a train or trains or for the purpose of any other railway operation and all such special instructions so long as they be not cancelled or superseded shall for the purposes only of the Railway Administration issuing the same be deemed to be General Rules within the meaning and subject to the provision of section 60 of the Act.

(2) If for any reasons the gates at level crossings cannot be so closed/fastened across the thoroughfares on both sides of the track, action to prevent the approaching trains, if any, from running into the gate may be taken in accordance with stipulations laid down under General Rules 16.06.

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(3) Gateman, where provided, shall at all level crossings be prepared, whenever such level crossings required to be opened 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 gates that 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.

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.

16.05 CHANNEL FOR FLANGE OF WHEELS.—The Gateman shall see that the channel for the flange of the wheels is kept clear.

16.06 DEFECTS AT LEVEL CROSSINGS.—If any gate or the fastenings thereof, or any fixed signal pertaining to the gate becomes out of order, the Gateman shall—

(a) Take action to close the gates, if possible, against the road traffic.

(b) After closing the gates, hand signal the train movements past the level crossing.

(c) If the gates cannot be so closed put the banner flag or level crossing flag in such manner as to warn the approaching train to stop short of the gate and thereafter hand signal the train.

(d) Report the fact to his superior or the nearest Gangmate.

16.07 OBSTRUCTION AT LEVEL CROSSINGS.—Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall –

(a) take action to ensure that the fixed signals, if any, protecting the gate are kept at 'on',

(b) show Stop hand signal and do his best to stop approaching trains; and

(c) shall protect the obstruction as per Rule 3.62.

16.08 PARTING OF A TRAIN.—If a Gateman notices that a train has parted, he shall not show a Stop hand signal to the Loco Pilot, but shall endeavour to attract the attention of the Loco Pilot and the Guard by shouting, gesticulating or other means.

16.09 TRESPASSING.—Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

16.10 TRANSFER OF CHARGE OF GATE.—Except in accordance with special instructions, no Gateman shall leave his gate unless another Gateman has taken charge of it.

16.11 HEIGHT GAUGES.—

(1) Adequate arrangements shall be made to erect height gauges on either side of the overhead equipment or other equipment at every level crossing so as to ensure that all vehicles and moving structures passing under the height gauge also pass under the overhead equipment or other equipment with adequate clearance.

(2) The adequate clearance referred to in sub-rule (1) shall be sanctioned under approved special instructions.

(3) Vehicles and moving structures, which cannot pass under the height gauge without striking or touching it, shall not be permitted to pass the overhead equipment or other equipment except in accordance with special instructions.

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CHAPTER XVII

WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS

17.01 APPLICABILITY OF GENERAL RULES.—All rules referring to the working of trains shall also apply to electrified sections except as otherwise provided in the rules contained in this chapter.

17.02 SPECIAL DEFINITIONS APPLICABLE TO THIS CHAPTER.– In these rules, unless the context otherwise requires –

(1) 'electrical way and works' means the traction installations including overhead equipment and other connected works provided on the electrified sections of the railway;

(2) 'feeding post' means a supply control post, where the incoming feeder lines from grid sub-station are terminated;

(3) 'neutral section' means a short section of insulated and dead overhead equipment which separates the areas fed by adjacent sub-stations or feeding posts;

(4) 'power block' means blocking of a section of line to electric traffic only;

(5) 'supply control post' means an assembly of interrupters, isolator switches, remote control equipment and other apparatus provided for controlling power supply to overhead equipment. It includes feeding posts, sectioning and paralleling posts, sub-sectioning and paralleling posts and sub-sectioning posts;

(6) 'tower wagon' means a self-propelled vehicle which is used for the maintenance and repairs of overhead equipment;

(7) 'Traction power controller' means a competent railway servant who may, for the time being, be responsible for the control of power supply on the traction distribution system.

17.03 INSPECTION OF ELECTRICAL WAY AND WORKS. – The Electrical way and works shall be inspected regularly in accordance with special instructions by officials nominated for the purpose and in accordance with the duties assigned to them.

17.04 PERMIT-TO-WORK ON ELECTRICAL EQUIPMENT.—If work is to be carried out adjacent to the electrical equipment or any other part thereof by other than the competent railway servant, such work shall be done only when and for such time as the person-in-charge of the work has obtained a written permit-to-work, duly signed and given by the railway servant authorised for the purpose by special instructions. He, in turn, shall issue the same only with the knowledge of the Traction Power Controller.

17.05 WARNING TO STAFF AND PUBLIC.—

(1) All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.

(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when the overhead equipment is dead and earthed in accordance with special instructions.

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.

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.

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Necessary indication boards to this effect shall be providing to guide the Driver to 'switch off' and 'switch on' power.

17.08 TOWER WAGON.—The rules for the movement and working of tower wagons shall be laid down by special instructions.

17.09 ADDITIONAL RULES FOR ELECTRIFIED SECTIONS.—Special instructions for working of trains on electrified sections shall be notified by the authorised officer.

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CHAPTER XVIII

MISCELLANEOUS

18.01 REPEAL AND SAVING.—The general rules issued under the notification of the Government of India in the late Railway Department (Railway Board) No.1078-T, dated the 9th March, 1929, are hereby repealed except as respects things done or action taken or omitted to be done or taken before such repeal.

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