

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 JE/SE (P way or Works) shall be responsible for the condition of the permanent way and works under his charge.

SR 15.01.01.- For the purpose of this Chapter, the term JE/SE of Works shall be taken to include JE/SE (Bridge) also.

15.02. Maintenance of line.- Each JE/SE (P way or Works) shall -

(a) see that his length of line or works in his charge are efficiently maintained, and

(b) promptly report to the Engineer-in-charge all accidents to, or defects in the way or works, which he considers likely to interfere with the safe running of trains, at the same time taking such action as may be necessary to prevent accidents.

SR 15.02.01.- The Engineer-in-charge referred to in this Chapter shall mean the Assistant Engineer or other officer in immediate charge of the section concerned.

15.03. Keeping of material.- Each JE/SE (P way or Works) shall see to the security of all rails, chairs, sleepers, and other material in his charge, and ensure that properly stacked clear of the line so as not to interfere with the safe running of trains.

SR 15.03.01.- Loose permanent way materials, tools, etc. shall not be left by the side of the line where they might be made use of by miscreants to form dangerous obstructions. Such materials shall be collected at gate lodges or gang huts and subsequently taken to a proper depot at the earliest opportunity. This does not apply to the case of remodelling of yards or relaying where special watchmen are engaged.

SR 15.03.02.- Stacks of wooden sleepers shall be covered with a layer of earth and all grass around the stacks cut closely for a distance of 7.5 m. as a precaution against fire.

SR 15.03.03.- Railway materials such as carriage and wagon parts found lying alongside the line shall be collected by the JE/SE(P way) and made over to the nearest Station Master for despatch to the nearest JE/SE (C&W).

15.04. Inspection of Permanent Way and Works.-

(1) Every portion of the permanent way shall be inspected daily on foot by some railway servant appointed in this behalf by special instructions:

Provided that the interval between such inspections may under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic.

(2) All bridges and works including signals, signal wires, interlocking gear, points and crossings, overhead equipment and any other equipment affecting the safety and working of trains shall be inspected regularly in accordance with, special instructions.

SR 15.04.01.- The keyman of each gang shall walk daily over the length of each running track in his charge, starting at or soon after sunrise, and when necessary, more than once daily he shall tighten or replace any loose keys or other fastenings, as required and examine the state of the track generally.

SR 15.04.02.- The SE/SSE (P way) in overall charge should inspect the entire section by push trolley at least once in a fortnight and JE/SE(P way) working under them shall do so atleast once a week except when unavoidably prevented, in which case a report shall be sent at once to the Engineer- in-charge.

However, in sections provided with concrete sleepers and under mechanized maintenance, the SE/SSE (P way) in overall charge should inspect the entire section by push trolley at least once in a month and JE/SE(P way) working under them shall do so at least once a fortnight except when unavoidably prevented, in which case a report shall be sent at once to the Engineer-in-charge.

SR 15.04.03.- Permanent Way maintenance staff shall be responsible for seeing that signal wires are kept clear of all obstructions.

This duty shall clearly be impressed on Trackmen and Keymen by the JE/SE/SSE (P way).

SR 15.04.04. - JE/SE/SSE (P way) and JE/SE/SSE(Works) shall inspect each bridge or culvert in their section at regular intervals, the nature and periodicity of such inspections being as prescribed in the Indian Railways Way & Works Manual. Any serious defect noticed during their inspections shall at once be reported to the Engineer-in-charge

SR 15.04.05. - JE/SE/SSE (Signal) shall visit each interlocked station and interlocked level crossing at least once a month and carefully inspect the working of all signals, points and other appliances.

SR 15.04.06. - JE/SE/SSE(P way) and JE/SE/SSE (Signal) shall pay particular attention to the correct adjustment of interlocked points. If, at any set of points, it is found possible to lock them in either direction with a gauge test piece 5mm thick inserted at 15 cm from the toe of switch, such points shall be treated as defective and worked as non inter-locked points, until necessary adjustments are made to ensure their proper setting.

15.05. Patrolling of lines. -

(1) In addition to the inspection referred to in Rule 15.04, whenever any portion of railway is likely to be endangered by abnormal conditions such as heavy rains, breaches, floods, storms and civil disturbances, the line shall be patrolled in accordance with special instructions.

(2) When a railway servant deputed to patrol the line notices any condition likely to affect the safety of trains or otherwise apprehends danger, he shall take action in accordance with special instructions prescribed for the purpose to protect the obstruction on line and thereafter inform the nearest Station Master by the most expeditious means.

See also Rule 3.62.

SR 15.05.01.- During monsoon, the Divisional Engineers shall arrange for regular patrolling of the line wherever considered necessary.

SR 15.05.02.- In case of exceptionally heavy rain or abnormal floods occurring during the monsoons or a sudden severe storm during the non-monsoon period, the JE/SE/SSE(P way), Permanent Way Supervisors and Gangmates shall, on their own initiative, organise

patrolling by the gangs of those portions of the line which are likely to be effected thereby, until the danger passes. This shall be done irrespective whether regular monsoon patrolling by patrolmen is in force or not. In case of heavy rainfall and floods, the gang patrols shall pay special attention to known points of danger, such as banks and cuttings which are liable to slips or subsidence, bridges and their approach banks likely to be affected by floods and portions of the line which may be endangered by railway affecting tanks. In case of cyclone or heavy gale, the patrol shall also inspect the lengths of track which are likely to be fouled by falling of trees etc.

SR 15.05.03.-The Divisional Engineer shall decide the sections where regular monsoon patrolling is necessary and divide them into suitable beats for individual patrols. The beats shall be numbered serially from one end to each JE/SE/SSE (P way)'s sections to the other end. In addition, vulnerable locations requiring stationary watchmen shall also be identified and listed.

SR 15.05.04.- In respect of mobile patrol beats extending from station to station, he shall arrange to prepare and supply patrol charts in sufficient numbers to the concerned Asstt. Engineers and JE/SE/SSE (P way) and also to the Divisional Operations Manager, Divisional Mechanical Engineer and, in case of electrified sections, to the Divisional Electrical Engineer (OP), for distribution among the concerned Station Masters, Control Office, Crew Controller, SE/SSE (TrD) etc. These charts shall be exhibited at a conspicuous place. The Foremen concerned shall be responsible for acquainting the Loco Pilots of passenger trains as to when to expect to pass the patrolmen if running to time.

SR 15.05.05.- A patrol book containing sufficient number of pages shall be supplied to each patrol, with a tin case. The book shall be serially numbered to correspond with the number of the patrol on each section. The first page of the book shall contain the number and kilometrage of patrol beat and the names of the Patrolmen. The remaining pages shall contain columns for date station name, time of arrival and departure and signature of Station Master/Cabin Master. Where the patrolling is done only by night, the patrol books shall remain in the custody of the Station Master/Cabin Master during the day.

SR 15.05.06.- The Patrolman shall, during his duty hours, patrol his beat as specified by the Divisional Engineer. A Patrolman whose beat terminates at a station shall, on reaching there, present his patrol

book to the Station Master/Cabin Master, who shall enter therein the time of his arrival and departure and sign the book. The name of the patrolman and his time of arrival/departure shall also be recorded in Station Diary. At the other end of the beat where there is no station, the Patrolman shall exchange his patrol book with the Patrolman of the next beat and shall then re-trace his beat. The intermediate Patrolmen shall also exchange the patrol books accordingly. In this way, each patrol book will be conveyed from one station to the other and back.

SR 15.05.07.- If a Patrolman, on arrival at the end of his beat in the mid-section, does not find the next Patrolman to take over his patrol book, he shall, after waiting for 15 mts, proceed ahead until he meets him or the Patrolman of the next beat further ahead, and exchange the patrol book with him. The Patrolman shall report such cases of absence of Patrolman from the nominated beat to the Gangmate on the following day. If there be any gang hut on the way, he shall advise the Gangmate immediately for deputing another Gangman for patrolling.

SR 15.05.08.- Station Master/Cabin Master shall verify whether the Patrolmen coming on duty are sober and fully equipped, that their lamps are trimmed and filled with oil and that they leave for their beats on time.

SR 15.05.09.- Each Patrolman shall be provided with the following equipment and such others as may be prescribed by special instructions

- (i) 1 staff
- (ii) 1 number plate
- (iii) 1 patrol book in tin case
- (iv) 1 haversack
- (v) 1 case containing 10 detonators
- (vi) Hand signal flags - 2 red and 1 green (for day patrols only)
- (vii) 2 tricolour hand signal lamps / tri-colour electric torches
- (viii) 1 three-cell electric torch (for night patrols only and when tri-colour electric torches are not provided)
- (ix) 1 match box
- (x) 1 Whistle thunderer
- (xi) Protective clothing, according to local dress regulations.
- (xii) Luminescent safety jacket

NOTE :- When men have to patrol in pairs, the equipment need not be duplicated but the additional Patrolman should be provided with an extra hand signal lamp/tri-colour electric torch, whistle thunderer, luminescent jacket and protective clothing.

SR 15.05.10.- If a Patrolman does not turn up within 15minutes of his scheduled arrival, the Station Master on duty shall take the following action :-

(a) He shall stop run-through trains proceeding into the next Block Section, out of course;

(b) He shall advise the Station Master at the other end of the section to take similar action and also advise the Section Controller;

(c) He shall issue a caution order in form T-409 to every train proceeding into the Block Section, advising the Loco Pilot to be on the alert and to observe a speed restriction of 40 Kmph during the day when visibility is clear and 15 kmph during the night or when visibility is impaired. The caution orders shall be issued until the patrolman arrives and reports that the line is safe for passage of trains;

(d) He shall send out a Station staff/Trackman to ascertain the whereabouts of the Patrolman and the reason for delay and, in case the Patrolman is not found, the Station Master shall immediately contact the concerned Gangmate/JE/SE/SSE (P way) to arrange for another Patrolman.

SR 15.05.11.- Duties of Patrolman in regard to safety of the line :

(a) The Patrolman shall walk to and fro over his beat in accordance with the chart pertaining to the beat, looking out for subsidence, slips, signs of erosion, trees blown across the track during storms or any other cause likely to endanger the safety of the line. Bridges and their approaches shall be specially watched.

(b) He shall apprehend damage to the line when

(i) the flood level reaches or is higher than the danger level marked on any of the bridges;

(ii) the water on one side of the embankment is at a much higher level than an the other side:

(iii) any obstruction, such as a fallen tree, is blocking the water-way of a bridge;

(iv) the track shows signs of settlement, or

(v) failure of any part of bridge structure or its approach, which may endanger the safety of the bridge, is likely.

(c) He shall take immediate steps, in accordance with the instructions given in GR 15.05.11 (h) below, to stop trains when any portion of the line is rendered unsafe or is likely to be rendered unsafe due to abnormal rain or flood or any other cause.

(d) When no danger is apprehended, the patrolman shall stand on the cess on the left hand side of the train and facing it and exhibit his number plate, turning the light of his lamp on to it so that the number can be seen from the passing trains. He shall also whistle continuously during passage of the whole train.

(e) He shall obtain the signature of the Station Master or Cabin Master on duty at the station concerned for his arrival and departure and exchange patrol book with adjacent patrolmen, as the case may be.

(f) He shall exchange information with adjacent Patrolmen and Stationary Watchmen about the condition of their beats.

(g) He shall heed instructions from Loco Pilots in respect of any dangerous condition noticed enroute by the latter and proceed to the place indicated and take necessary measures.

(h) In the event of any portion of the line being breached or otherwise rendered unsafe for traffic, the Patrolmen shall act as follow:-

(A) In cases where two Patrolmen are employed :-

(i) Danger signals shall be shown at once in both directions:

(ii) The two Patrolmen shall then proceed in opposite directions, showing danger signal, and at 600 metres from the point of obstruction in the case of Broad Gauge each shall place one detonator on the rail and, thereafter, proceed to a distance of 1200 metres from the point of obstruction where he shall place three detonators on the rail about 10 metres apart. on double/triple line section, the detonators shall be placed on the line on which trains would normally approach. On the Narrow Gauge the first detonator shall be placed at 400 metres and the latter three detonators at 800 metres from the obstruction, spaced about 10 metres part.

(iii) One Patrolman shall then remain at the place where he has fixed three detonators and continue to show the stop hand signal, while the other Patrolman, who is closer to the nearest block station,

shall proceed with all haste to that station, exhibiting stop hand signal. If there be any gang on the way, he shall inform the Gang Mate of the occurrence. The Mate shall immediately proceed with his gang to the affected spot and ensure proper protection of line and attend to such repairs as are within his competence. On reaching the station, the Patrolman shall inform the Station Master/Cabin Master about the danger. He shall, thereafter, return to the site of obstruction and shall continue to protect the line till he is relieved by the Gang Mate.

(iv) Should the nature of the obstruction be such as to render it absolutely impossible for either of the Patrolmen to get across the same, as for instance a washaway with strong current, one of the men shall remain at the site of obstruction and show stop hand signal and endeavour to stop trains approaching from the opposite side, while the other patrolman shall proceed towards the station in the rear, taking action as described in para (ii) and (iii) above.

(B) In case where a single Patrolman is employed and the damage or obstruction is detected on single line :-

(i) The Patrolman shall place a red hand signal at a prominent place to warn any train which may approach from one direction and then proceed in haste in the opposite direction and in the case of Broad Gauge, place one detonator at 600 metres and three detonators about 10 metres apart at 1200 metres from the obstruction. On Narrow Gauge the first detonator shall be placed at 400 metres and the latter three detonators at 800 metres from the obstruction, spaced about 10 metres apart.

(ii) He shall thereafter return immediately and protect the other side with detonators in a similar manner.

(iii) In the event of it being absolutely impossible to get to the other side of the obstruction (as in a washaway with strong current), the stop hand signal shall be placed in such a position that it may be seen from as long a distance as possible by a train approaching from the opposite direction.

(C) In cases where a single Patrolman is employed and the damage or obstruction is detected on a double line section:-

(i) When obstruction is only on one line, the Patrolman shall place a red hand signal on the opposite side near the site of obstruction and run in the direction from which trains would approach and place detonators as described in sub-para B (i).

(ii) When both the lines are blocked, the Patrolman shall place a red hand signal at a prominent place so as to warn any train approaching on one track. Then he shall run along the other track in the direction from which trains would approach and place detonators as described in sub-para (B) (i). He shall, thereafter, run back immediately and protect with detonators the other line (on which the red hand signal had earlier been placed) by placing detonators as described in sub-para (B) (i).

After having protected both the lines, the Patrolman shall proceed with all haste towards the nearest station, exhibiting the stop hand signal. If he finds it impossible due to the station on the other side and report the matter on arrival, to the Station Master/Cabin Master on duty. If, on the way, he passes by a gang he shall intimate the Gang Mate of the obstruction and the latter shall proceed with his gang to the site of obstruction and ensure proper protection of line and attend to such repairs as are within his competence.

(iii) In all cases mentioned in sub-rule (h) above, after having protected the line and summoned assistance, the Patrolmen shall resume patrolling of their beat.

SR 15.05.12.-The Divisional Engineer shall, when he considers it necessary, arrange for other types of patrolling of the line, such as hot weather patrolling where buckling of track is apprehended or security patrolling on apprehension of civil disturbances or for any other reason. Such patrolling shall be done in accordance with special instructions. The protection of line in case of any damage or obstruction shall be done in the same manner as indicated in SR 15.05.11 (h).

SR 15.05.13.- JE/SE/SSE (P way) shall be responsible for ensuring that all Patrolmen under them are fully conversant with the rules and instructions regarding patrolling of the line and are properly drilled in their duties in respect of protection of the line.

15.06. Work involving danger to trains or traffic.- A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous permission of the JE/SE/SSE (P way or works), or of some competent railway servant appointed in this behalf by special instructions; and the railway servant who gives such permission shall himself be present to superintendent such work, and shall see that the provisions of Rule 15.08 and 15.09 are observed:

Provided that, in case of emergency, when the requirements of safety warrant the commencement of any such work before the said railway servant can arrive, the 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 been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at 'on':

Provided that the exhibition of stop signals may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have in addition to being placed in the 'on' position, been disconnected, so that such signals cannot be taken 'off' again until it is safe to do so and the corresponding adequate distance beyond such signals is kept clear:

Provided further that when the area of work is controlled by automatic signals, the railway servant in charge of the work shall post a competent railway servant at an adequate distance in rear of the site of the work to stop and warn any train approaching the affected area.

(2) No work involving removal of any rail from the track shall be undertaken without traffic block, except as provided in sub-rule (3) below.

(3) In emergent cases, the engineering official not below the rank of JE II (P way) undertaking such operations shall first bring the train to stop and advice the Loco Pilot of

the train about the need to stop the train through a written memo. The engineering official shall simultaneously arrange to send a message to the station master for the need to block the track and obtain written confirmation of the same. In such emergent cases, work may be commenced only after bringing the train to a stop and the Loco Pilot has been advised.

SR 15.08.01.- When any operation involving interference with permanent way or signalling/interlocking gear is to be undertaken, whether within or outside station limits, and the work is of such nature as to require blocking of the line or issue of caution order, the engineering official responsible for such operation shall issue an advice in writing to the Station Masters concerned of his intention to undertake the work and obtain written permission from the later. The work shall not be commenced until such permission has been obtained from the Station Master concerned.

NOTE : The term engineering official shall, for the purpose of this chapter, be taken to include the concerned officials of the S & T and Traction Distribution Departments also.

15.08.02.- Procedure for arranging blocks and imposing speed restrictions :-

(a) The Divisional Engineer concerned shall send to the Divisional Operations Manager by 15th of every month a forecast of speed restrictions and block likely to be required during the following month.

(b) Speed restrictions :-

(i) Speed restrictions shall be classified as permanent, semi-permanent and temporary. Temporary restrictions are those which are purely short term in nature and are not listed in the Working Time Table. The terms “permanent” and “semi-permanent” as applied to speed restrictions, have been defined in SR 15.09.03, which may be referred to.

(ii) The Divisional Engineer shall inform the Divisional Operations Manager as soon as it becomes necessary to impose any speed restriction or to lower the speed limit for an existing restriction. Where the necessity for the same can be foreseen, 7 days notice shall be given, to enable the “Green Notice” being issued (vide sub- rule (d) below).

(iii) In case of emergency, temporary speed restrictions may be imposed by a JE/SE/SSE (P way) by issue of a message to the Chief Controller or to the Station Master concerned to enable caution orders being issued accordingly. Copies of the message shall be sent to all the concerned officers of Engineering, Operating, S & T, Mechanical and Electric (Traction) Departments, as well as to the Crew Controller concerned and the Station Masters on either side and those of the notice stations concerned.

(c) Blocking of line :-

(i) For urgent and unforeseen works required for safety, the requisite blocks shall be arranged specially on requisition by the Engineering officials concerned, even at short notice.

(ii) In the case of other works affecting running lines and involving speed restrictions, blocks shall not be imposed unless all concerned have been notified by a circular issued on green paper and known as "Green Notice" (Vide sub-rule (d) below). For all such works the Divisional Engineer or the Divisional Signal & Telecom. Engineer, as the case may be, shall give 7 days notice to the Divisional Operations Manager to enable him to issue the "Green Notice".

(d) Green Notice.-

(i) The object of the "GREEN NOTICE" is to afford advance information to all concerned on the grounds of safety so as to arrange the train services to suit the block or speed restrictions, the Divisional Operations Manager on getting necessary particulars from the Divisional Engineer or Divisional Signal and Telecom. Engineer, as the case may be.

The Divisional Operations Manager, shall check with the Divisional Engineer/Divisional Signal & Telecom. Engineer whether necessary provision for the loss of time involved exists, failing which he shall make a reference immediately to the Chief Operations Manager, advising the Divisional Engineer/Divisional Signal and telecom. Engineer about it.

(ii) The following items shall be incorporated in the "GREEN NOTICE" :-

1. Nature of work.
2. Probable duration of work.
3. Speed restriction to be imposed.

4. System of work such as signals, interlocking etc. to be introduced during the progress of work.
5. Various stages in which the work will be undertaken and the method of work in each stage separately
6. Nature of temporary signals which will be erected.
7. General and Subsidiary Rules to be observed.
8. Nature of Caution Order to be issued.
9. Additional time required for Mail, Express, Passenger and Goods Trains to cover the speed restriction.
10. Whether the work will be done and speed restriction applied between sunrise and sunset or during the entire 24 hours.
11. Currency of "GREEN NOTICE" -(maximum 3 months from the date of issue).

SR 15.08.03. General instructions regarding Blocking of line for Engineering Works :-

- (a) The time for blocking the line shall be such as to cause as little interference as possible to train services.
- (b) The period of line shall, in all cases, be deemed to commence immediately after clearance of the concerned block section by the last train nominated to pass the workspot prior to commencement of the line block, unless any later time than that is specifically stipulated in the line, block order.
- (c) In cases where the location of the workspot is such that the nominated last train, after passing the workspot, has to negotiate a long or steep rising gradient before it clears the block section, no work obstructing the line shall be commenced until it has actually been ascertained that the train has cleared the section, or sufficient time has elapsed after its passage over the workspot to ensure that there is no possibility of its stalling and rolling back to the workspot (vide SR 15.08.04 (d)).
- (d) Line block orders, including Green Notices, issued by the Divisional Operations Manager shall be addressed to the Station Masters of the block stations on either side of the workspot, with copies to the Station Masters of the notice stations and to the Engineering officials concerned and the same shall be acknowledged by the Station Masters under advice to the Engineering officials. These orders shall invariably be entered in red ink in the Train Signal Register, the Caution order Register and the Station Diary and be carried forward day by day until the block actually taken effect.

(e) Section Controllers shall be responsible for taking care to see that no extra train is ordered whose running would affect the line block or be affected seriously by the same, and for taking all possible steps to ensure that the line block can commence at the appointed time.

(f) While the line block is in force, no traffic train shall be allowed to enter the obstructed section under any circumstance whatsoever. The Station Masters at both ends of the section shall not ask for or grant Line Clear during the period for any train to enter the section.

(g) Material trains may be allowed to be taken into the obstructed section on the responsibility of the engineering official in charge of the work, provided he is of rank not lower than JE II(P way) For the rules of their working, see SR 4.62.05.

(h) Motor trollies and lorries may also be allowed to enter the obstructed section, provided they are treated in the same way as material trains, except that the duties of both Guard and Loco Pilot shall devolve upon the person in charge of the Motor Trolley or lorry.

(i) The running of traffic trains over the section shall not be resumed until all material trains or motor trollies/lorries as might have entered the section under sub-rules (g) and (h) above have cleared the section and separate messages to this effect have been exchanged between and acknowledged by the respective Station Masters in respect of each of such trains or motor trollies or lorries.

(j) The obstructed portion of track shall, in all cases, be protected with the use of banner flags and detonators in accordance with GR 15.09 (1) (a) irrespective of whether temporary stop indicators and caution indicators are provided or not.

(k) A line block, when once imposed, shall continue to be in operation until a block removal message in the manner prescribed under these rules is received from the engineering official in charge of the work by either of the Station Masters concerned.

SR 15.08.04. - Procedure for blocking the line when the workspot is on a section not provided with Train Control or when the use of a field telephone is not available to the Engineering official on a controlled section, whether due to failure of control working or for any other reason :-

(a) When the section is about to be blocked in terms of the line block orders received, the Station Master from whose end the last train to pass the workspot is to enter the section shall issue to the

Guard of that train a 'Last Train Certificate' in the following form in duplicate.

LAST TRAIN CERTIFICATE

The line between and
 will be blocked for Engineering purposes from.....*mts
 after this train, No clears the section,
 until hours on..... 19.....
 Station.....
 Date

Station Master

Station Stamp.

Note : The period of lapse to be filled in shall be 10 mts. for passenger trains and 15 mts. for goods and mixed trains, for all cases coming under the purview of sub-rule 15.08.03 (c). No such period need be indicated in other cases.

The Station Master shall, in addition, hand over a caution order to the Loco Pilot, warning him to look out for a stop hand signal from the engineering official in charge at the workspot. If the last train is a run-through train, it shall be stopped out of course for the purpose.

No such caution order need, however, be issued to the Loco Pilot, if the train timing is such that there would be no Engineering official yet at the workspot. (Vide Note under sub-rule (b)).

(b) The last train, as mentioned above, shall be stopped at the workspot by showing of a stop hand signal by the engineering official in charge. The Guard of the train shall also be on the look-out and, on the train being stopped, deliver one copy of the Last Train Certificate to the same engineering official and obtain a receipt therefore. The Guard shall subsequently deliver the duplicate copy to the Station Master at the other end of the block section and obtain a receipt, the train being stopped out of course for the purpose if booked to run through.

Note - In cases where the last train is due to pass the workspot so much in advance of the time of commencement of the work as to render it inconvenient for the Engineering official to be present there

during its passage, the train need not be stopped at the workspot. Instead, it may run through to the block station at the other end, where the Guard shall deliver both copies of the Last Train Certificate to the Station Master and obtain a receipt. It shall then be the responsibility of the engineering official to obtain his copy of the certificate personally from that Station Master and grant a receipt for the same. The Station Master shall, in turn, advise the Station Master at the other end by telephone about this having been done. Wherever this procedure is to be followed, it shall be the responsibility of the Engineering official to advise all concerned in this regard, well in advance.

(c) If, on the nominated train coming to a stand at the site of work, the Guard is not in possession of the Last Train Certificate, nor of any message advising deferment of the block, the Engineering official in charge shall, if he deems it necessary to proceed with the work as programmed, send a message through the Guard, addressed to the Station Masters at both ends of the block section, with a copy to the DOM, intimating that the work is being proceeded with as arranged. Immediately on arrival at the block station ahead, the Guard shall hand over the message to the Station Master and obtain a receipt. The Station Master shall, before giving the "Train out of Block Section" signal, transmit the message to the Station Master at the other end of the block section and obtain his acknowledgement.

(d) The Station Master who has issued the Last Train Certificate shall immediately after acknowledging the "Train out of Block section" signal for the same train from the Station Master at the other end, shall arrange to place a 'Line Blocked' label on the Block instrument and lever collar on the lever of the last stop signal and slide collar on Station Master's slot slide for the last stop signal (where provided). Similarly reminder collars shall be used at panel interlocked stations. The lever collar/reminder collars shall not be removed until the line block is over and the section is clear for the resumption of normal running of trains vide sub rules (f) and (g).

(e) The Line Block shall not be considered to be in operation nor shall any work obstructing the line be commenced by the engineering official in charge, until he is in possession of the Last Train certificate, or has issued the message referred to the sub-rule (c) above.

(f) If the workspot is at the lower end of a steep or long gradient which the last train has to negotiate after passing the spot, no work obstructing the line shall be commenced until the period prescribed in the Last Train Certificate as per Sub-rule 15.08.04 (a) has elapsed after the probable time of clearance of the block section by the last train.

(g) Except in cases where the work is delayed for any unforeseen reason, the engineering official in charge shall be responsible for removal of the block within the period stipulated in the Last Train Certificate. For this he shall send a block removal message in writing to the Station Master of the nearer block station and obtain acknowledgement thereof.

(h) If, for any reason, the line block is required to be extended beyond the stipulated period, the engineering official in charge shall, with all expedition, send to the Station Master of the nearer block station, a written message, stating the reasons for the delay and indicating the time upto which the block has to be extended. The Station Master receiving such message shall immediately advise the Station Master at the other end, as well as the Divisional Operations Manager about such extension.

(i) The running of Traffic trains may be resumed only if a message as per sub-rule (g) above, intimating removal of the obstruction, has been received from the concerned engineering official by either of the Station Masters and it has been communicated by him to the other and got acknowledged. This shall also be subject to the provisions of sub-rule 15.08.03 (i) being complied with.

(j) For the first train to pass after completion of the block work, a caution order for 'stop dead' at the kilometreage of the workspot shall invariably be issued. For subsequent trains normal working may be allowed with such restrictions as may have been indicated in the block removal message.

SR 15.08.05. Blocking of line through field telephone on non-electrified sections provided with Train Control and through VHF sets on both electrified and non-electrified sections provided with Train Control :

(a) Before proceeding to the workspot, the Engineering official shall obtain from the Station Master an Identification Cover. While taking the acknowledgement for the same, the Station Master shall personally verify that the Engineering official has been issued with the correct Identification Cover. Thereafter he shall advise the

particulars of the Identification cover to the Station Master at the other end of the section to be blocked. The same Identification Cover may be used for successive blocks.

(b) The Engineering official shall be responsible for ensuring that the field telephone/VHF set carried by him to the work spot is in good working order. He shall use VHF sets only when he is sure that there are no infringements to VHF signals in the block section and communication can be established with the station master from the work spot. He shall tune his VHF set to that of the Station Master and shall also test check the communication with him before leaving to the work spot.

(c) Before commencing the block the Engineering official shall write out a block message in the following form, addressed to the Station Masters of the adjoining block stations :

“Please block the Up/Down* line between and from the time train No Up/Down clears the sections on (date) until..... hours on..... (date).

Designation of Engg. Official

(Note : *Strike out either or both, as appropriate)

He shall thereafter directly contact the Station Master at the other end of the block section on VHF sets or through the Section Controller on the field telephone and transmit the message to the latter, supported by a Private Number, after duly exchanging Identification Numbers.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the Engineering official, shall obtain the consent of the Section Controller and transmit the message to the Station Master at the other end from where the Engineering official was issued with the Identification Cover; obtaining his acknowledgement supported by a Private Number. He shall thereafter make out a message, in the following form and transmit the same, supported by Private Number, the Engineering official at the workspot, after duly exchanging Identification Numbers.

“Reference your block message, the Up/Down line between and is allowed to be blocked after train No..... Up/Down clears the section on(date) until hrs. on (date).

Station Master

(e) After the message mentioned in sub-rule (d) above has been exchanged and after the last train referred to therein has passed the workspot, the Engineering official shall remain in touch with the Section Controller who, after duly ensuring that the train has cleared the block section, shall give an Order Number to the former, signifying commencement of the block, and also advise the same to the Station Masters at both ends.

(f) On the work being completed, and the Engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting a block removal message in the following form to the Station Master concerned, supported by exchange of Private Numbers, after duly exchanging Identification Numbers with him.

“Reference Control Order Number
Block on Up/Down line between and
..... is hereby removed. Issue caution order to Loco
Pilots to observe the following .-

(state the restriction and location)

Designation of Engineering official

(g) The Station Master, on receipt of the block removal message, shall immediately transmit the same to the Station Master at the other end and obtain his acknowledgement. He shall thereafter report the matter to the Section Controller. The Section Controller, on being satisfied that the messages have been correctly exchanged and the section is clear in terms of sub-rule 15.08.03 (i) shall issue an Order Number to the Station Masters to resume normal working.

(h) In the event of failure of control working or of the field telephone/VHF set at any stage of the work, either before or during the block, the procedure laid down in SR 14.08.04 shall be followed.

SR 15.08.06 - Blocking of line through field telephone on electrified sections : (Method - 1 with communications through Traction Power Controller) :-

(a) Before proceeding to the workspot, the Engineering official shall obtain from the Station Master an Identification Cover in the same manner as laid down in sub-rule 15.08.05(a).

(b) The Engineering official shall be responsible for ensuring that the field telephone carried by him to the workspot is in good working order.

(c) Before commencing the block, the Engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05 (c). He shall thereafter contact the T.P.C. through one of the telephone sockets provided alongside the line at intervals of approximately 1 Km and transmit the message to him, supported by an Identification Number, duly exchanging Private Numbers with him.

(d) The T.P.C. on receipt of the aforesaid message, shall transmit it, together with the Identification Number of the Engineering official, to the Section Controller who, in turn shall transmit the same to the Station Masters concerned and get their acknowledgements, supported by Private Numbers. The Station Master holding the Identification Cover corresponding to that issued to the -Engineering official by the Station Master at the other end (vide sub-rule (a)) shall be responsible for verification of the authenticity of the block message by tallying the Identification Number received with it, before giving his acknowledgement to the Section Controller, supported by his own matching Identification Number. The Section Controller shall, thereafter, issue a confirmatory message in the same form as given under sub-rule 15.08.05 (d) indicating the duration of the block to be allowed and pass it on to the T.P.C. supported by the Identification Number given by the Station Master, for onward transmission to the Engineering official.

(e) The T.P.C. shall thereupon convey the message, along with the Identification Number, to the Engineering official over the telephone, duly exchanging Private Numbers. It shall be an important responsibility of the Engineering official to tally the Identification Number received with the message to satisfy himself about the correct identity of the Station Master who has acknowledged his block message. In case of any discrepancy he shall report the matter at once to the Section Controller through the T.P.C. and await further instructions.

(f) After the message mentioned in sub-rule (e) has been correctly received, and after the last train referred to therein has passed the workspot, the Engineering official shall remain in touch with the T.P.C. who, after duly verifying from the Section Controller that the train has cleared the block section and obtaining from the latter the Order Number authorising commencement of the block, shall transmit the same to the engineering official to enable him to proceed with the work.

(g) On the work being completed and the engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary, by transmitting to the T.P.C. a block removal message addressed to the Station Master concerned in the same form as indicated in sub-rule 15.08.05 (f), supported by another Identification Number, after duly exchanging Private Numbers.

(h) The T.P.C. on receipt of the block removal message, shall immediately pass it on to the Section Controller, who in turn, shall transmit the same along with the Identification Number, to the Station Masters at both ends and obtain their acknowledgements in the same manner as indicated in sub-rule (d) above. The Section Controller shall, thereafter, satisfied, himself that the section is clear in terms of sub rule 15.08.03 (i) and then issue an Order Number to the Station Master to resume normal working.

(i) Sub rules (h) and (i) of SR 15.08.05 shall also apply in this case.

SR. 15.08.07. - Blocking of line through field telephone on electrified sections (Method-II- With communications through a representative of the Engineering official positioned near one end of the block section)

(a) Before proceeding to the workspot, the engineering official shall post a trusted representative of his, of rank not lower than JE II(P way) to man a field telephone at the T.P.C. socket nearest to either of the stations. The representative shall carry a letter of authority, signed by the engineering official.

(b) The engineering official shall be responsible for ensuring that the field telephone provided to the above mentioned representative, as well as the one carried by himself to the workspot, are both in good working order.

(c) Before commencement of the block, the engineering official shall write out the block message in the same manner as indicated in sub-rule 15.08.05 (c). He shall, thereafter, contact his representative over the T.P.C. telephone and transmit the same message, with the latter shall write out carefully. The representative shall then proceed to the station and deliver a copy of the message to the Station Master.

(d) The Station Master, on receipt of the message and on being satisfied about the correct identity of the representative delivering, shall acknowledge the same and, thereafter obtain the consent of the Section Controller. He shall then transmit the message to the Station Master at the other end, obtaining his acknowledgement, supported by a Private Number. He shall thereafter make out a message to the engineering official in the form indicated in sub-rule 15.08.05 (d) and deliver the same to the representative.

(e) The representative shall go back to the T.P.C telephone socket and transmit the message over the telephone to the engineering official at the workspot. He shall then proceed again to the station and, as soon as the last train nominated has cleared the block section, obtain the order number to be issued by the Section Controller signifying commencement of the block. This order number shall, in turn, be transmitted over the T.P.C. telephone to the engineering official at the workspot.

(f) On the work being completed and the engineering official being in a position to pass the traffic, he shall remove the block and impose such speed restrictions as may be necessary by transmitting to his representative over the T.P.C. Telephone, a block removal message addressed to the Station Masters concerned, in the same form as indicated in sub-rule 15.08.05 (f). The representative shall take down the message carefully and deliver the same to the Station Master under acknowledgement.

(g) The Station Master receiving the block removal message, shall immediately transmit the same to the Station Master at the other end and, after taking his acknowledgement shall report the matter to the Section Controller. The Section Controller, on being satisfied that the section is clear in terms of sub-rule 15.08.03 (i), shall issue an Order Number to both Station Masters to resume normal working.

(h) Sub-rules (h) and (i) of SR 15.08.05 shall also apply in this case.

SR 15.08.08.- Special precautions relating to electrified section.-

(a) Arrangement of Power Blocks - No work which involves the use of cranes or is otherwise liable to infringe the safety clearance

of the overhead equipment shall be undertaken without the overhead equipment being made dead. Arrangement of power blocks for such purpose shall be made in accordance with GR 17.04 and subsidiary rules thereto.

(b) No excavation in the vicinity of an under ground signalling/ telecommunication cable shall be undertaken without a representative of the Signal and Telecommunication Department being present and without suitable precautions being taken for the safety of the staff.

SR 15.08.09.- Special rules relating to the Track Renewals and works connected with laying and maintenance of welded rails.-

(a) No work involving removal of any rail from the track shall be undertaken without blocking the line.

(b) Through renewal of sleepers, along with or without deep screening of ballast, and other works such as thermit welding not requiring removal of rails may be done under caution order, subject to the provision of sub rule (c) below. But where ever, blocks can conveniently be arranged, such works as may render the track unsafe for the passage of trains during their execution may preferably be done under block for added safety.

(c) (i) Whenever any track renewal or welding work is to be done under caution order, the JE/SE/SSE (P way) in charge shall give notice in the following form, to the Station Master at either of the stations, of his intention to do such work.

No.....

TRACK WORK NOTICE

From : JE/SE/SSE (P way)/.....To : S. Ms/ and

Work of..... will be in progress on the Up/ Dn line between and from hrs. to hrs. & date..... . Advise all Up trains/ Down trains running on the section from hrs. till further advice to observe Engineering signals at Km /Km respectively and to be prepared to stop dead if required.

Date (Signature)

Time JE/SE/SSE (P way).....

(ii) On receipt of the above mentioned notice the S.M. shall at once advise the SM of the other end of the block section and obtain his acknowledgement supported by exchange of Private Numbers. He shall then hand over to the JE/SE/SSE (P way) an acknowledgement for his notice in the following form:

No

AUTHORITY TO COMMENCE TRACK WORK

From : SM/ To : JE/SE/SSE (P way)

.....

Your Notice No..... date.....Time..... has been noted by me and the SM/.....has also been advised and his acknowledgement obtained.

Caution order will be issued to Up trains/Down trains in the manner indicated by you.

Date (signature)

Time..... SM/.....

(iii) Subject to his receiving the acknowledgement from the SM, the JE/SE/SSE (P way) may commence the work at the appointed place and time, taking the due precautions for protection of the track in accordance with Rule 15.09.

(iv) The JE/SE/SSE (P way) shall, in all such cases, be responsible for ascertaining the whereabouts and likely time of arrival at the workspot of all trains likely to pass during the course of the work and for having the track ready for the passage of all passenger trains without detention. Where deep screening is undertaken, he shall provide himself with sufficient number of wooden blocks so as to facilitate supporting of track temporarily for the safe passage of trains at restricted speed.

(v) On completion of the day's work, the JE/SE/SSE (P way) shall issue a message in the following form to the nearest Station Master

No.....

**NOTICE OF REMOVAL OF TRACK WORK
RESTRICTION**

From : JE/SE/SSE (P way)/ _____ To : SM/ _____

Track work mentioned in my Notice No. _____

dated _____ has been completed. Issue Caution Order to

all trains to observe speed restriction of _____ km/h at Km _____ in the Up direction/Km. _____ in the Down direction.

Date _____

(signature)

Time _____

SM/ _____

(vi) On receipt of the above mentioned notice, the Station Master shall at once transmit the same to the Station Master at the other end and obtain his acknowledgement. He shall thereafter give his acknowledgement to the JE/SE/SSE (P way).

SR 15.08.10. - Work in non-running lines in station yards.-

(a) In the case of ordinary track maintenance work in busy yards, two look-out men with red hand signal flags shall be posted at suitable locations on either side.

(b) In the case of any heavy repairs or renewals, two banner flags shall be placed at suitable distances on either side, in addition to the two look out men mentioned in sub-rule (a) above.

(c) The posting of men and placing of banner flags shall be decided with due regard to the safety of the gang at work and minimising interference with the normal working of the yard.

15.09. Showing of signals -

(1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the Loco Pilot that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach, and if on a single line in each direction-

(a) **When the train is required to stop and the restriction is likely to last only for a day or less-** A banner flag shall be exhibited at a distance of 600 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 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 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 the Narrow Gauge from the place of obstruction. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.

(c) When the train is not required to stop and the restriction is likely to last only for a day or less- Proceed with caution hand signals shall be exhibited at a distance of 30 metres and again at a distance of at least 800 metres from the place of obstruction. The distance of 800 metres shall be suitably increased by special instructions, where required. The railway servant at the place of obstruction shall give proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand signalled past the place of obstruction.

(d) When the train is not required to stop and the restriction is likely to last for more than a day - A speed indicator shall be exhibited at a distance of 30 metres from the place of obstruction and again a caution indicator at a distance of at least 800 metres 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 130 metres respectively; and

(b) the caution indicator referred to in clause (b) of sub-rule (1) may be dispensed with.

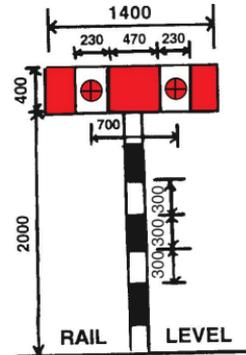
(4) The shapes and sizes of the indicators referred to in clauses (b) and (d) of sub-rule (1) may be prescribed by special instructions.

SR. 15.09.01. (a) Whenever the place of obstruction is approached by a descending gradient steeper than 1 in 300 on a broad gauge, the detonators referred to in sub-rule 15.09.(1)(a) shall be placed at a distance of 1400 metres from the obstruction instead of 1200 metres, the caution indicator referred to in sub-rule 15.09 (1)(b) shall be placed as usual at 1200 metres from the obstruction. In such case the proceed with caution hand signals referred to in 15.09(1)(c) and the caution indicators referred to in sub-rule 15.09(1)(d) shall be placed at a distance of 1200 metres from the obstruction instead of 800 metres.

To maintain uniformity, the caution indicators in all cases in BG will be provided at a distance of 1200 metres. The first speed indicator will be provided at a distance of 30 metres prior to the starting of first restriction zone.

(c) Stop Indicator- This shall be as per details shown in fig.

(c) and shall consist of a horizontal board 1400mm wide and 400mm deep and painted with a red and white vertical strips. The board shall be fixed to a vertical post, painted with 300mm high bands of black & white alternately, keeping the lower edge of the board at a height of 2000mm above rail level. This indicator shall, by night, display two red lights arranged horizontally.



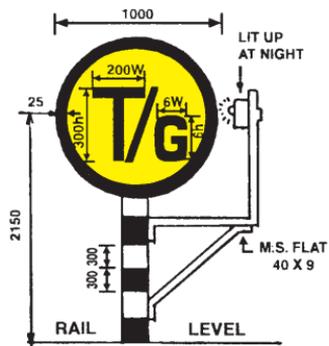
A signalman shall be posted for hand-signalling trains past the stop indicator, after verifying that there is no danger to the trains if allowed at restricted speed. As soon as the train stops the Signalman shall obtain the signature of the Loco Pilot on the restriction book (Stop Order) and then allow the train to proceed by showing a green hand signal.

Engineering Stop Order form E.D. 9.39 (for UP trains) and E.D. 9.40 (for Down trains) shall be used for the restriction books maintained with the Signalman.

(d) Termination Indicators :-

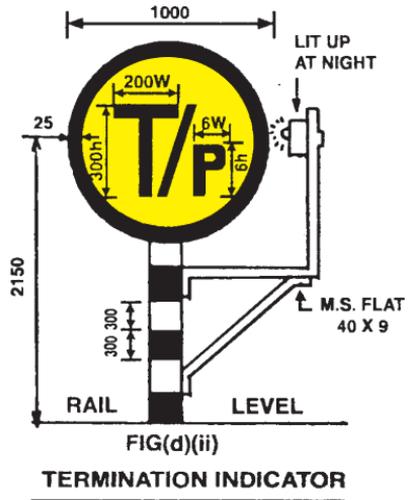
(i) These indicators shall be as per details shown in Fig(d) (i) and Fig-(d) (ii) and consist of yellow painted 1.00m diameter disc and bearing letters T/G and T/P in black. These shall be fixed on a vertical post painted with 300 mm high bands of white and black alternately, keeping the bottom of the board at a height of 1650 mm above rail level.

(ii) The termination indicator bearing letters 'T/P' shall be located at a distance beyond the restricted length equal to the length of the longest passenger carrying train running on the section. Similarly, the termination indicator bearing letters 'T/G' shall be fixed at a distance



FIG(d)(i)
TERMINATION INDICATOR

beyond the restricted length equal to the length of the longest goods train running on the section. On broad gauge section, this distance shall be taken as 550m from T/P board and 700m for T/G board or length of the longest passenger and Goods trains respectively, unless other wise notified. These boards shall indicate to the Loco Pilot the point from which the normal speed may be resumed, except as provided for in sub-rule (iv) below.

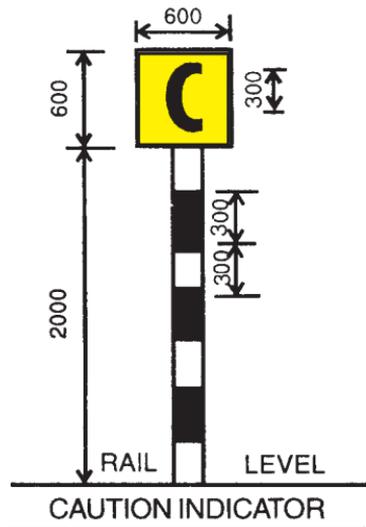


The termination indicator provided for temporary restriction shall be illuminated at night by fixing a hand signal lamp.

(iii) After passing the zone of speed restriction by the EMU trains, the guard shall give the bell-code signal to the Motorman to pick up the speed as indicated in SR 4.51.01 (13).

(e) Caution and Termination indicators at Vulnerable locations.

(i) At such of the bridges where, during monsoon, water level may touch the danger level mark, and also at other vulnerable locations as considered necessary (i.e. where there is likelihood of danger arising suddenly during monsoon), special type of Caution boards as per details shown in Fig. (e) shall be provided to enable the Loco Pilots' attention being drawn to the need for extra caution over such locations. These boards shall be 0.6 m square, painted yellow and bearing a 0.3 m high letter "C" in black, and fixed on vertical posts painted with 0.3 m high bands of white and black keeping the lower edge of the board 2m above rail level. Such a board shall be fixed at a distance of 1200m in respect of



the point from which the vulnerable bridge or location starts.

(ii) A Termination Board, of the same description as the Caution Board, but bearing the letter "T" instead of "C" shall be fixed at a distance beyond the vulnerable bridge of length, equal to the length of the longest train running on the section.

(iii) Where the length between the "C" and 'T' boards exceeds 1.6 km, a series of "C" boards shall be provided at intervals of 800 m to remind the Loco Pilot that the vulnerable length has not been passed completely.

(iv) On single line sections, the first and last boards may have the letter "C" and "T" painted on opposite faces so that no separate "T" board need be provided. Intermediate boards, if any, shall have the letter "C" painted on both faces.

(v) These special Caution and Termination Boards shall be fixed and maintained in position only during the monsoon season and need not be lit up at night.

(vi) When a Loco Pilot comes across a "C" Board, whether by day or by night, he shall remain specially vigilant and be prepared at any moment to reduce the speed or to stop, should he receive a signal from any stationary watchman, Patrolman or Gangman or should he himself observe any danger to the track. In the absence of any indication to the contrary, the Loco Pilot may resume normal running on his passing the "T" board.

(f) The caution indicator board, should not be hung from OHE mast and should be fixed on separate post using unserviceable rail post and fixed at a distance clearing infringement of all moving dimensions.

SR 15.09.03 - Permanent speed restrictions.-

(a) Speed restrictions which are likely to continue over a long period, with no prospect of early removal, are termed as permanent restrictions and these shall be notified in the Working Time Table. Semi-permanent restrictions which, although of limited duration, are likely to extend for the full period of the Working Time Table, shall also be notified therein. The rules relating to permanent restrictions shall equally apply to semi-permanent restrictions also.

(b) Any addition or alteration to the list of permanent restrictions during the currency of a Working Time Table shall be notified through the fort nightly gazette.

(c) All Loco Pilots shall make themselves fully conversant with the up-to-date list of permanent restrictions and observe them meticulously. As an indication to the Loco Pilots about the location of

such restrictions, caution, speed, stop and termination indicators shall be provided in the same manner as laid down in SR 15.09.02 except that the indicators in such cases need not be illuminated at night.

(d) Where a permanent restriction applies to a whole section, e.g. 15 km/h speed restriction over facing points on a non-interlocked section, or where it is according to definite rules on the subject, no indicator need be provided.

SR 15.09.04.- (a) A banner flag shall not be passed until it is removed.,

(b) In emergencies when a banner flag cannot be obtained in time, a hand signal shall be displayed at the distance at which the banner flag should have been displayed in terms of Rule 15.09.

SR 15.09.05.- “Temporary Engineering Indicators shall be illuminated at night either by fixing hand signal lamp or shall be provided with luminous point/fluorescent tape.”

15.10. Assistance in protection of trains.- Every railway servant employed on way or works shall, on the requisition of the Guard of a train or the Loco Pilot thereof, render assistance for the protection of the train.

15.11. Gangmate in each gang.- Each JE/SE/SSE(P 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 JE/SE/SSE(P 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.

SR 15.12.01.- The equipment of every gang shall also include-

- (i) Two banner flags with staves for erecting the same across the track.
- (ii) A level board with spirit level.
- (iii) Spanners of sizes as required.

SR 15.12.02.- Every Keyman employed under a JE/SE/SSE(P way) shall have a correct knowledge of the rules for protection of track in an emergency and shall be supplied with the following items of equipment :-

- (i) Spanner and Hammer of required sizes.
- (ii) H.S. Flags (2 Red and 1 Green).
- (iii) Detonators - 10 (to be increased suitably on multiple lines)
- (iv) H.S. lamps/tri colour torches - 2 (in case there is any long tunnel on the gang length).
- (v) Luminescent safety jacket

15.13. Inspection of gauges, signals, tools and implements.-

(1) Each JE/SE/SSE(P 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 can on any blasting operations on or near the railway except as permitted by special instructions.

15.16. Putting in or removing points or crossings.- Except in cases of emergency, no railway servant shall put in or remove any points or crossings otherwise than as permitted by special instructions.

SR 15.16.01. - (a) In line used for trains carrying passengers, no additional points or crossing shall be inserted without the prior sanction of the Commissioner of Railway Safety. After the points or crossing have been put in, and till such time as they have been handed over to a duly authorised Traffic official, the Engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic over such points, which shall be set, bolted/clamped, locked and spiked for the running line.

(b) In the case of points or crossing inserted in the running line outside station limits, the engineering official concerned shall provide men properly equipped with hand signals and detonators to watch such points, by day and night, until they are formally handed over to the Traffic Department. He shall also advise the Station Masters of the block stations on either side, as well as of the notice stations concerned, at what speed trains may be passed over the spot so that they may caution Loco Pilots accordingly.

(c) When it is necessary to put in points and crossing in line not used for Passenger trains, the Divisional Engineer, after advising the Divisional Operations Manager, may (subject to G.R.15.08 and Subsidiary Rules thereto) do so on his own initiative. After they have been put in and till such time as they are handed over to a duly authorised Traffic official, the engineering official concerned shall be responsible for taking the necessary precautions for the safe working of traffic and the points shall remain set, bolted/clamped, locked and spiked for the line in use. It will not be necessary to obtain the sanction of the Commissioner of Railway Safety to bring these points and crossings into use.

(d) When a new set of point is brought into use for traffic, or an old set removed, the following officials shall be informed.

Zonal headquarters	Divisional Hd. Qrs.	Remarks
CRS*	DRM	
CE	DEN	
COM	AEN	
CME	DOM	
CEE	DSTE	
CSTE	DME	
	@ DEE (RS)	
	@ DEE (T R D)	
	CHC	
	DT I of the section	

@ to be advised in case of electrified section only.

* CRS need to be included in the address only when the points are on a Passenger running line.

SR 15.16.02.- Each set of non-interlocked points on a running line shall be provided with an approved locking apparatus and key.

JE/SE/SSE(Signal) shall see that suitable padlocking appliances are provided for interlocked points, for use in the event of the interlocking going out of order.

Note . The Station Master shall be responsible for the custody of the clamps and padlocks.

SR 15.16.03.- The following rules apply to erection of interlocking installations at station...

(a) When the work of interlocking a station has to be taken in hand, the Divisional Signal and Telecom. Engineer shall give the Divisional Operations Manager reasonable notice, and the S & T official in charge of the work shall advise the Station Master in writing that he is about to commence work, and shall obtain the Station Master's signature on a notice in the form T-351 vide SR 3.51.04.

(b) The Station Master and, in the case of points not yet handed over to the Traffic Department, the JE/SE/SSE (P way) shall assist the S & T official in charge of the work as far as possible, to unlock any locked points without danger to traffic and to correctly adjust facing point locks, other fittings and connections.

(c) All points which were locked by padlocks before the interlocking work was commenced, shall continue to be so locked for the running of trains and the key retained by the Traffic or Signal & Telecom staff as before, until the interlocking is tested and brought into use.

(d) Until the interlocking is tested and brought into use all trains shall be controlled by the old signals or by hand signals.

(e) The S & T official in charge of the work and his men shall render all assistances possible in instructing the Traffic staff to work the interlocking equipment.

(f) When it is necessary to test signals or interlocking outside the limits of an existing station, as for instance at a new station; the line shall be treated as obstructed under GR 15.08 and the necessary stop signal displayed by the S & T official in charge of the work.

(g) When new interlocked installations are brought into use, or existing installations are put out of use, or alterations in them introduced, the following officials shall be informed.

Zonal H.Q.

CRS
C E
COM
CSTE
CME
CEE

Divisional H.Q.

DRM
DEN
AEN
DOM
DSO
DSTE
DME
D E E (RS)
*D E E (TRD)
SMs on either side
D T I of the Section.
JE/SE/SSE(P way)
JE/SE/SSE(Signal)
C H C

* To be advised in case of electrified sections only.

SR 15.16.04.- No new points, signals or interlocking arrangements shall be taken over from the Engineering/S & T Department without the prior permission of the Divisional Operations Manager and, in the case of new stations and sidings of the Divisional Commercial Manager also.

SR 15.16.05. - The following shall be the procedure for handing over/taking over of new points signals or interlocking arrangements.

(a) At new stations to be used as block station, the block instruments shall be fitted up and the system of rules shall be brought into force.

(b) All the points shall remain spiked until they are handed over to the Traffic Department. When these are to be handed over, the Divisional Operations Manager, shall depute the Divisional Transportation Inspector to proceed to the station who will along with engineering official concerned have the spikes removed.

(c) The Divisional Transportation Inspector, after a careful examination in the presence of the Station Master concerned, shall see that all traffic requirements have been complied with and that everything is in working order. He shall then give the Engineering/S & T a receipt for the works in the following form (E.D. 9.22) -

Received from the of
 division the undernoted works in good order at station,
 I understand the working of them. Dated

Signature of DTI/SS

Date Time

(d) When this has been done, the responsibility of the Engineering/S & T departments shall cease and the responsibility of the Station Master shall begin.

(e) After instructing the staff as to the working of the points and signals, and seeing they clearly understand their use, the Divisional Transportation Inspector shall hand them over to the Station Master, obtaining from him a certificate in the same form as he has previously given to the Engineering/S & T departments.

(f) In case of points on lines used by passenger trains or of new interlocked signals, the Divisional Transportation Inspector shall not leave the station until he has personally seen the first train safely passed, and he shall be jointly responsible with the Station Master for its safe passage.

(g) When a new station or siding is opened for traffic or an old station or siding closed, the following officials shall be informed.

Zonal Hd-Quarter.	Divisional H.Q.	Section
GM	DRM	SMs on either side,
CRS	DEN	
CE	AEN	
COM	DOM	DTI of the section.
CSO	DSO	
CCM	DCM	
CSTE	DSTE	SE/SSE(P way) of the section,
CME	DME	SE/SSE(Signal) of the section,
CEE	DEE	
CMO		
CPO	DEE (RS)	
FA & CAO	*DEE (TRD)	
COS	DPO	
	DFM	

*To be advised in case of electrified sections only.

SR 15.16.06.- (a) When a new installation of interlocked signals or additions or alterations to the existing interlocked at any station is ready to be brought into use, the Signal Engineer in charge of the work shall arrange with the Divisional Operations Manager to bring it into use on a specified date.

(b) In the case of new installations, or additions or alterations to the existing interlocking at any station, temporary speed restrictions, as considered necessary, shall be imposed by the Signal Engineer in charge of the work for the minimum period required.

(c) In case where Commissioner of Railway Safety has intimated his desire to inspect the installation prior to opening, the temporary speed restrictions imposed, if any, shall not be removed until the Commissioner of Railway Safety has inspected and passed the installation.

(d) New interlocking installations and major alterations to the existing interlocking shall be taken over by the Assistant Operations Manager/Divisional Operations Manager, as far as possible.

15.17. Duties of Gangmate and Trackman when apprehending danger. - If a Gangmate or Trackman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered unsafe, or that any train is likely to be

endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains by using the prescribed signals for trains to proceed with caution or to stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the JE/SE/SSE(P way or Works).

SR 15.17.01. (a) If a rail is badly fractured, no train shall be allowed to pass over the affected portion of track until the fractured rail is replaced or otherwise made safe by an official not below the rank of JE II(P way) and certified fit by him.

(b) For the purpose of sub-rule (a), a rail shall be considered badly fractured when :

(i) A gap of more than 75 mm (25 mm in the case of outer rail of a curve) has been formed in the rail head portion, or is likely to be formed, either due to the breaking off of a portion of the rail or due to the broken rail ends moving apart, thereby affecting the continuity of support and guidance for wheels.

OR

(ii) There is more than one fracture in a length of 1 m measured along the rail head.

OR

(iii) A length of more than 150 mm of the rail foot is broken off or is likely to break off completely under the passage of wheels.

OR

(iv) The fracture, irrespective of its nature, has occurred on a girder bridge.

SR 15.17.02.- (a) In case of a rail fracture less serious in nature than what has been indicated in SR 15.17.01, the P. way Supervisor or Gang Mate or Keyman may allow trains at a speed not exceeding stop dead and 10 kmph for the first train and 20 kmph for subsequent trains, but only after making the rail safe for purpose by using special/joggled fish plates, if available and/or by shifting the nearest sleeper closer together or by providing an extra wooden sleeper/block under the fractured location and fastening both the fractured ends firmly to the same, duly ensuring that the sleepers are well packed and remain in proper alignment; providing adequate support during passage of trains.

(b) Until the track has been made safe in the manner indicated in sub-rule (a) above, no train shall be allowed to pass over the affected portion.

SR 15.17.03.- (a) The Station Master, on receipt of the information about a rail fracture, whether it is a case of bad fracture or not, shall at once advise the Section Controller, the Station Master at the other end, the JE/SE/SSE(P way) and other concerned officials.

(b) In case of a bad fracture, as defined in SR 15.17.01 the section shall remain blocked until certified fit by the concerned JE/SE/SSE(P way).

(c) In other cases, as covered by SR 15.17.02, the Station Master concerned shall issue caution orders to the Loco Pilots and Guards of trains to observe a speed restriction of 20 kmph over the affected portion and to obey engineering signals.

SR 15.17.04.- If, for any reason, it is necessary to insert a rail closure of length shorter than 5.5 m in a running track, the speed over it shall be restricted to 15 km/h, with the prescribed signals shown by day and night in accordance with GR 15.09.

B. The Working of Lorries, Trollies and Motor Trollies

15.18. Distinction between trolley, lorry and motor 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 purpose of these rules, to be a lorry

SR15.18.01.- The classification of trollies, lorries , motor trollies and rail dolleys on this Railway shall further be governed by the following :-

(a) A vehicle, of which the total weight including the seat does

not exceed 220 Kg, shall be termed as a “trolley” if it is worked by handpower and is capable of being lifted bodily off the track by four men.

(b) A self-propelled vehicle which has a total weight not exceeding 165 kg and is capable of being lifted bodily off the track by three men shall be termed as a “light motor trolley”. Moped trollies and motorised light trollies which satisfy these conditions will come under this category.

(c) The term “motor trolley” shall be taken to mean a self-propelled vehicle which has a total weight exceeding 165 kg, or which cannot be lifted bodily off the track by three men.

(d) A “dip lorry”, which consists of two separate four-wheeled units that can be joined together to form a single vehicle for the conveyance of materials and equipment, shall be treated as a lorry even when run light, whether as single units or in pairs coupled together.

(e) The term “material trolley”, which is commonly in use on this Railway, shall be taken as synonymous with the term “lorry” used in this Chapter, subject to the provision that, when run light, it may be treated as a ‘Trolley’ if it satisfies the conditions set forth in (a) above.

(f) Rail Dolley is a device with two or more wheels which in balanced condition can be moved manually on one rail of track and can carry one rail/sleeper in suspended condition. When necessary, the suspended material can be dropped and rail dolley cleared off the track.

NOTE : Ladder Trolley which is commonly used by the department of Railway Electrification shall not be worked with any one of the above provisions. The placement, movement and working of ladder trolley of RE department independently altogether in sections already open to traffic is prohibited.

SR 15.18.02.- Every trolley or lorry in use on the line shall be registered in the Division and shall have marked on it, its registration number and the designation and the code names of the headquarters station of the holder and of the Division to which it belongs.

15.19. Red flag or light to be shown- Every lorry or trolley when on the line shall show a red flag by day and a red light by night, during thick, foggy or tempestuous weather impairing visibility or in a tunnel in the directions from which a train may come.

SR 15.19.01.- (a) As soon as a trolley, lorry or motor trolley has been removed from the line and placed clear of it, the red flag or lamp, as the case may be shall be removed but before doing so, it shall be ensured that line has been cleared of all obstructions until the line has so been cleared, the flag or lamp shall conspicuously be displayed.

(b) The person in charge of a trolley, lorry or motor trolley shall be responsible for ensuring that the flags and lamps are trimmed and the dubbars with sufficient kerosene oil, and that the lamps, when in use, burn brightly.

15.20. Equipment of trolley, lorry or motor trolley.- Each trolley, lorry or motor trolley shall have the following equipment:-

(a) two hand signal lamps,

(b) two red and two green hand signal flags,

(c) sufficient supply of detonators,

(d) a chain and a padlock,

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

(f) a motor horn and a search light (for motor trolley only).

(g) two banner flags (for lorry only) and

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

NOTE . - The official in charge of the trolley, lorry or motor trolley shall also be in possession of a watch in addition to the prescribed equipment.

SR 15.20.01.- Every trolley, lorry or motor trolley shall be provided with the following equipment, before it is put on the line :

(i) Two hand signal lamps/ tri colour torches;

(ii) Three red and three green hand signal flags;

(iii) 10 detonators in tin case;

(iv) A copy of the Working Time Table;

(v) Luminescent safety jacket

(vi) One lamp (by night) to show red to the front and rear on single line working, and red to face approaching trains and white in the opposite direction in double line working.

One red flag (by day),

One staff with a socket or other arrangements for erecting the same to display conspicuously the lamp or flag, as the case may be.

(vii) A powerful electric torch of approve quality, or a powerful head- light, in good working order and an efficient horn (for motor trollies only)

(viii) For lorries only :

One skid or one wooden wedge, two red banner flags and

Material trolley notice books (Form A and Form B)

(ix) Oil can and other accessories or tools as needed for the vehicle.

SR 15.20.02.- Trollies, lorries, motor trollies and rail dolleys which are to be run in track-circuited areas shall be insulated.

15.21. Efficient brakes.- No lorry or trolley shall be placed on the line unless it is fitted with efficient brakes.

SR 15.21.01.- The person in charge of the trolley/lorry/motor trolley shall be responsible to see that the brakes are in proper order and shall test them at the commencement of each journey

SR 15.21.02.- When two or more trollies, lorries or motor trollies follow one another, the distance between them shall be sufficient to bring any following one to a stop by application of the brake, particularly on falling gradients, curves, cuttings etc., without coming into contact with the one in front. This distance shall be laid down by the Divisional Railway Manager for the individual sections taking into account the gradients, the speed of the vehicles and other local conditions.

15.22. Qualified person to be in charge of lorry or 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 or its being used in accordance with special instructions.

SR 15.22.01.- No trolley, lorry or motor trolley may be used on the running lines or in Station Yards unless it is accompanied by a person holding the necessary permit issued by the Chief Operations Manager or the Divisional Railway Manager and unless it is also accompanied by adequate number of men as prescribed in these rules.

SR. 15.22.02.- Permits to work trollies, lorries or motor trollies shall be granted only in accordance with the following conditions :-

(a) Application for permit to work trollies, motor trollies or lorries by officers or staff belonging to the different departments shall be made to the Divisional Railway Manager of the respective divisions on which they are working at the time of application.

(b) On receipt of such application, the Divisional Railway Manager shall, either himself set a written paper, or authorise a competent officer under him to do so. The applicant, after undergoing the written test, shall also be given an oral test by the Divisional Railway Manager or by such officer, as has been deputed by him.

(c) If the applicant passes both the written and oral tests, the case shall be put up to the Divisional Railway Manager for issuing the competency certificate. The certificate of competency (permit) so issued shall be valid for a period of one year only.

(d) In the case of illiterate employees, the written examination will be done away with, but the oral examination shall be thorough and searching. The requirement of executing the annual certificate as detailed in SR 15.22.03 shall be obligatory on such employees, as well.

(e) Trolley and motor trolley permits to officials at the Zonal Headquarters shall be issued by the COM, in the same manner as prescribed in sub-rule (a) to (d) above.

(f) Officers-and Inspectors of the Engineering, Electrical (Traction), Operating, Commercial and Signal & Telecom departments and such other Railway officials as may be specified by the Chief Operations Manager, the Chief Engineer, the Chief Elect. Engineer, the Chief Signal & Telecom. Engineer or the Divisional Railway Manager alone are allowed to use trollies/motor trollies in course of their duties.

(g) The use of lorries shall normally be confined to employees of the Engineering Department :

(h) It is essential for trolley, lorry and motor trolley to know the

special conditions, if any obtaining on the various section on which they have to operate their trollies, lorries or motor trollies.

(i) Every rail dolley shall be manned by not less than two able bodied persons. The person in-charge for the working of rail dollies shall be a railway servant not lower in rank than a keyman. The official in-charge should have passed in medical category A-3 and must hold a valid certificate of competency for working of rail dollies. Certificate of competency shall be issued by SE/JE(P.Way) of the section who must satisfy himself that the person to whom competency certificate is being issued is fully aware of the rules for the working of rail dollies and is also well acquainted with the concerned section.

SR 15.22.03.- (a) Before the end of December every year, each trolley, lorry or motor trolley permit holder shall submit a certificate to the Divisional Railway Manager, in the following form. -

I (Name) working in the capacity of (designation) at (station) hereby certify that I am fully conversant with all the sections on which I have to use my trolley/lorry/motor trolley and also with all the rules in respect of working trollies/lorries/motor trollies, as well as the latest changes made in the rules, and undertake to comply meticulously with the same. In the event of my failure to comply with these rules, I alone shall be held responsible.

Signature

Date

(b) These certificates shall be carefully examined in the Divisional Railway Manager's office. If a permit-holder fails to submit it in time, he shall be treated as having forfeited his right to use the permit until such time the certificate is submitted by him, apart from rendering himself liable to disciplinary action for such failure.

SR 15.22.04.- Supervising officials shall test the permit holders in their knowledge of rules relating to driving trollies, lorries and motor trollies, as often as possible.

SR 15.22.05.- In the event of an officer or staff getting transferred from one station to another, it shall be necessary for him to acquaint himself with all the rules in regard to any special conditions obtaining on any of the sections within his new jurisdiction.

SR 15.22.06.- (a) Trollies and motor trollies are meant primarily for the conveyance of railway employees in the discharge of their duties.

Authorised person however, also carry on their trollies/motor trollies other employees of the Railway and persons requiring urgent medical aid, as well as contractors or agents of contractors working on the section.

(b) Government officials (non-Railway) and persons not employed on the Railway, may be permitted to travel by trolley/motor trolley at the discretion of the Divisional Officer of the concerned department holding the trolley; but such trolley/motor trolley shall invariably be accompanied by an authorised person. The permission may be for a single trip or a specified period. Authorised person carrying such persons are responsible for ensuring that the necessary permission has been given by the Divisional Officer, but in cases of urgency, as in the case of persons needing urgent medical aid, they may act on their own discretion, reporting the matter subsequently to the Divisional Officer concerned.

(c) Any Government official (non-Railway) or any other person not employed on the Railway, who is permitted to travel on a trolley or motor trolley under the circumstances mentioned under sub-rule (b) above, shall be required to execute a stamped Indemnity Bond on the prescribed form, unless specially exempted under extent orders from the C.C.M.

(d) Lorries are meant exclusively for carrying materials and no person shall ride on the same. These shall work only under the orders and direct personal supervision of a competent engineering official holding the necessary permit as per SR 15.22.01.

(e) The maximum number of persons allowed to travel by a trolley or a motor trolley shall not exceed eight, including the complement of staff prescribed for the trolley, or such other limit as specially laid down by Chief Engineer or Chief Elect. Engineer for any particular type of trolley.

SR 15.22.07.- (a) The official in charge of a trolley shall be responsible at all times for its safe working. When there are two or more competent officials on the trolley, this responsibility shall devolve upon the official who is actually in control of its working, for the time being.

(b) The person in charge of a trolley, lorry or motor trolley, while working on a double or multiple line section, shall be responsible to see that no adjacent line is fouled in any way no motor trolley or lorry shall be placed on any line other than the one blocked or authorised for the purpose by the Station Master on duty.

(c) All persons authorised to work a trolley, lorry or motor trolley shall be conversant with the location of spring points, wherever they exist, and the correct manner of negotiating them.

SR 15.22.08.- (a) Where licence has been granted to the Manager of all mill, colliery or other company to run a trolley on the Railway within prescribed limits, the Head Trolleyman in charge of the trolley shall be a Railway servant appointed by the Divisional Railway Manager and shall hold a current competency certificate.

(b) The head Trolleyman appointed to have the charge of a private trolley shall equip himself with a copy of the General & Subsidiary Rules and with any special orders relating to the working of trollies on the section of line to which the private trolley licence applies and shall give an assurance for the same to the Divisional Railway Manager concerned.

(c) A pass shall be issued for every private trolley, to be kept by the Head Trolleyman and shown on demand by the Station Master or any other official of the Railway.

15.23. Attachment to train prohibited - No lorry or trolley shall be attached to a train.

SR 15.23.01.- Trollies or lorries shall always be pushed and not pulled. Use of sails or any other unauthorised aid for their propulsion is strictly prohibited.

SR 15.23.02.- (a) No trolley, lorry or motor trolley shall be carried in a train unless covered by a card pass issued by the Divisional Railway Manager.

(b) No trolley / lorry or motor trolley shall be loaded into any vehicle of a train without the consent of the Guard in charge of the train, who shall direct where it is to be placed. Inspectors and other requiring their trollies to be carried in trains shall give notice of the same to the Station Master sufficiently in advance of the arrival of the train. The Station Master shall advise control if it is necessary to stop a goods train out of course and act upon instructions given.

(c) When there is room in a train, the Guard shall not refuse to receive a trolley/motor trolley.

15.24. Time of running.- A lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be seen distinctly from an adequate distance, which shall never be less than 800 metres.

SR 15.24.01.- (a) Except in cases of accidents or of absolute necessity, no lorry shall be run on the line by night or during fog, dust storm or any other condition that prevents a good look-out being kept. If in such circumstances, the lorry has to be run owing to absolute necessity, the line shall first be blocked.

(b) If, during the course of working, the visibility is impaired and is reduced to less than 800 m owing to any cause, the lorry shall immediately be removed, unless working under block protection.

15.25. Motor Trolley. - A motor trolley shall only be run in accordance with special instructions.

SR 15.25.01.- (a) Motor trollies are issued to or placed in the charge of particular officials; but their use is not restricted to those officials.

(b) No person shall drive motor trolley who has not been issued with a motor trolley permit.

(c) A motor trolley shall not be used without the permission of the official controlling it and without at least two of the regular crew.

SR 15.25.02.- (a) At no time shall more than 8 persons be carried on a motor trolley.

(b) While a motor trolley is on the run, there shall be at least two persons seated in front at all times.

(c) The provisions of SR 15.26.05 and SR 15.26.08 shall apply in case of a motor trolley negotiating a level crossing when it is off the track.

SR 15.25.03.- A motor trolley shall be run either on line clear, or following a train, a light engine, or another motor trolley, subject to the following :-

(a) On line clear. -

(i) When running on line clear, whether on single line or on double line, the motor trolley shall obey all signals and shall be treated in the same manner as a light engine in all aspects relating to 'Authority to proceed', 'Caution Orders' etc. subject, however, to the provisions of sub-clause (ii)

(ii) At night, a motor trolley shall run at a speed not exceeding 30 kmph and shall not pass any signal at danger. In addition, a powerful head light or electric torch of approved quality shall be used.

(b) Following a train or a light engine or another motor trolley on single or double line.-

(i) Such following movements of motor trollies shall be permitted during the hours of day light only.

(ii) Subject to the provision of sub-clauses (v) and (vi) a motor trolley shall obey the same signals as for the train or the light engine or the motor trolley it is following and it shall, in this sense, be regarded as the last vehicle of a train. In other words, the signals lowered for a train, light engine or motor trolley preceding it shall not be put back to 'on' until the following motor trolley has passed such signals. The motor trolley shall, in such case, be admitted on to the same line as the train, light engine or motor trolley it is following. At stations with level crossing gates interlocked with the approach signals, when road traffic is waiting at the gate if the following motor trolley does not arrive closely after train, the reception signals may be put back to 'on' to pass road traffic. After clearing the road traffic, the motor trolley may be admitted on signals on any line which is clear. If a clear line is not available, arrangement shall be made for admission of 'motor trolley' by piloting.

(iii) At stations where automatic reversers are in use in conjunction with track circuiting, the signal levers shall not be put back to normal, and the road for the reception of the preceding train, light engine or motor trolley shall not be altered until the following motor trolley has been admitted on to the same line, the person in charge of the Motor trolley being allowed to pass the signals in the 'on' position with special caution.

(iv) Before a motor trolley is permitted to follow a train, a light engine or another motor trolley, the Station Master of the station from which it is about to leave, shall advise the Station Master of the station in advance under a message supported by a Private Number and obtain his acknowledgement supported by a Private Number. Thereafter a trolley following line clear authority in the prescribed form No. T/1525 shall be delivered to the official in-charge of the motor trolley as his authority to follow the train, light engine or motor trolley.

Note :- (i) In the Train Signal Register, Station Masters' Diary and Line Clear book at both the stations, an entry in red ink shall be made to the effect that motor trolley is following,

(ii) A board with legend 'motor trolley on line' shall be placed on the block instrument at the receiving station.

The report of arrival of the train, light engine or leading motor trolley at the station in advance shall not be signalled to the station of departure (i.e. station in rear), till the following motor trolley has also arrived and the 'motor trolley following' authority held by the official in charge of the following motor trolley and the Station Master of the station in advance has signalled to the station in rear, a 'Train out of Block Section' message in the following form :-

Motor trolley of following train/motor trolley/
light engine No arrived here intact at
..... and the section between stations.....
..... and is now clear of all obstructions.

Till receipt of this message, the Station Master of the station allowing a motor trolley to follow a train/a light engine/a motor trolley shall not give 'Line Clear' for another train or light engine. Copies of all messages exchanged shall be pasted in the Station Diary.

(v) The person in charge of the motor trolley shall, as far as possible, keep reasonably close behind, but at a safe distance from the train, light engine or motor trolley that is being followed than 10 mts after the arrival of the later. This may, however, be relaxed in the case of Engineering motor trollies if the Section Controller permits the person in charge of the motor trolley to occupy the section for any longer period, and provided that, on single line sections worked by token instruments, the trolley user shall lock the token of the train or light engine he intends following, by the use of a clamp of approved design, and retain the key in his possession to prevent insertion of the token into the block instrument till his arrival at the station ahead.

(vi) If the motor trolley fails to arrive at the next station within ten minutes of the arrival of the train, light engine or motor trolley that it is following, the Station Master may put back the signals to 'on' to perform shunting or other movements. The person in charge of the trolley shall, in such case, stop at the first stop signal and send a Trolleyman ahead (displaying a red hand signal) to the Station Master/Cabin Master/Cabinman asking the latter to arrange for the admission of the motor trolley.

(vii) In case a motor trolley follows another motor trolley travelling on line clear, the leading motor trolley shall, in addition to the usual "authority to proceed", be given a caution order to the effect that a second trolley is following. The following line clear authority laid down in clause (iv) shall be carried by the motor trolley which is following.

(viii) Two motor trollies may follow a train, a light engine or another motor trolley under the conditions laid down in clauses (iv) and (v). In such case, the leading trolley shall be given a caution order to the effect that a second trolley is following and the following line clear authority laid down in clause (iv) shall be carried by the last motor trolley. The Station Master of the station from which the motor trollies are about to leave shall, in his message with a Private Number advising the Station Master of the station in advance, mention that two motor trollies will follow and obtain his acknowledgement supported by a Private Number. The Station Master of the station in advance shall, on arrival of the motor trollies, report in his message to the Station Master in rear, the arrival of both the motor trollies.

(ix) When a motor trolley follows another motor trolley travelling on line clear in terms of clause (vii), or when two motor trollies follow a train, light engine or motor trolley, in terms of clause (viii), the motor trollies shall keep close to each other and leave and enter the station together. The officials in-charge of the trollies shall be jointly responsible for this.

(x) When two motor trollies are running together in the same direction, they shall be kept a sufficient distance apart so that the rear trolley may be stopped within a safe distance if a trolleyman should slip from the front trolley, or if the front trolley should be stopped suddenly. On the level, or on a rising gradient, the distance between the trollies shall be not less than 100 m and on a falling gradient or with a strong wind behind, it shall be not less than 200 m.

(xi) On sections where there is danger of the rear portion of a train rolling back in the event of its parting, a motor trolley shall not follow any such train which is not vacuum braked throughout; but it may follow a light engine or an engine with a brake-van only, as also a train with a live light engine attached in rear.

(xii) When a motor trolley has arrived at a station, it may be removed from one line to another only with the concurrence of the Station Master. This may be done either by a shunt movement or by de-tracking the motor trolley. If the trolley user intends to leave the station precincts or to make a prolonged stay, the motor trolley shall be removed clear of all lines. For re-starting, the trolley shall not be placed on any line without the prior concurrence of the Station Master.

(xiii) On the following sections, due to sharp curves and cuttings, motor trollies shall not be permitted to run on the "following line clear"

1. Khalikot - Rambha
2. Chatrapur - Jagannathpur
3. Bissamcuttack - Theruvali
4. S. Kota - Shimiliguda.
5. Keutiguda - Tikiri

SR 15.25.04 - (a) The speed of a motor trolley shall on no account exceed 15 kilometres per hour over points and crossings or when passing through yards.

(b) When a motor trolley, whether running on line clear or on a following line clear authority, has to pass over any spring-loaded points set against it, a caution order notifying the existence of such points shall be issued to the official in charge of the motor trolley and it shall be his responsibility to ensure that the points are negotiated safely, by lifting the motor trolley suitably, if required.

(c) On sections as are provided with axle-counters in lieu of track-circuits, trollies, motor trollies, lorries etc. which are not insulated shall not be allowed to run except on line clear.

SR 15.25.05.- (a) A motor trolley may be used within a section X-Y blocked for Engineering purposes, provided that, before entering the section from Station-X, the official in charge of the motor trolley shall obtain an acknowledgement from the Station Master at X as follows :-

“I am aware that motor trolley No is in the blocked section between Station-X and Station-Y and I certify that I shall not permit any train to enter, or give line clear to any train to proceed on to his section, until you have informed me, either by personally returning this authority or personally cancelling it at station Y, that your motor trolley has cleared the section.”

(b) The Station Master at Station-X shall before making over the authority to the official in charge of the trolley, advise the Station Master at Y by a message that he is permitted a motor trolley to enter the blocked section and shall obtain an acknowledgement from the latter supported by a Private Number.

(c) The official in charge of the motor trolley shall arrange to return or cancel the aforesaid authority not later than the time at which the original block is due to be cancelled.

SR 15.25.06.- Great care shall be exercised by the official in charge of a motor trolley while approaching cuttings or any other location

where the view ahead is obstructed, since danger is to be apprehended from push trollies coming from the opposite direction, or from cattle crossing the track, obstructions placed on the rails etc.

SR 15.25.07.- (a) In the event of a motor trolley engine breaking down between stations, the motor trolley shall be pushed into the nearest stations. But should it become immobilised, it shall be removed clear of the tracks and the 'Line Clear Authority' be sent to the nearest stations through a Trolleyman along with a memo reporting the nature of the breakdown and giving a certificate to the effect that the trolley has been removed clear of the tracks.

(b) If, after sending the intimation of the break-down and removal of the motor trolley to the nearest station, it is put back in order, the official-in-charge shall not place the same on the line unless a trolleyman is again sent to the nearest station with a memo informing the Station Master about the rectification of the motor trolley and asking permission for it to proceed to either of the stations. The Station Master, after satisfying himself that there is no train in the block section, shall give a written permission to the official in charge of the motor trolley to proceed to either of the stations, after blocking back or blocking forward as the case may be. Such permission shall specify the line on which the motor trolley is to run and shall be supported by the Station Stamp, the copies of message exchanged and a Private Number. On receipt of such permission from the Station Master, the official in charge may proceed to the station on the line specified. The Station Master of the station towards which the motor trolley is allowed to proceed shall arrange to receive it by taking 'off' the reception signals if arriving on the proper line. On arrival of the station, the official in charge of the motor trolley shall hand over the memo to the Station Master for cancellation of the block, duly certifying its intact arrival and giving the time of arrival. The Station Master shall then remove the block and restore normal working.

SR 15.25.08.- Running of motor trolley on Automatic Signalling section :-

(a) Normally Motor trolley shall be allowed to run on Automatic Signalling section during day light hours following a train only. At night or in emergency or when there is no train to follow, if it becomes necessary to run a motor trolley, Automatic Block system shall be suspended by exchange of messages supported by Private Numbers between the Station Masters of the concerned stations. After obtaining 'Line Clear' from the station in advance supported by a private number,

an authority in form T-369(3b) shall be issued to the Loco Pilot. Working of trains on Automatic Block system between the station concerned shall be resumed only on receipt of the arrival report of the motor trolley supported by a Private Number from the station in advance.

(b) When the motor trolley follows a train/light engine, the following conditions shall be observed :-

(i) The motor trolley shall be under the charge of an official holding necessary trolley permit. It shall carry adequate number of trollymen so as to enable its being removed bodily from the line in case of necessity.

(ii) The motor trolley shall only follow directly behind and reasonable close to a train or a light engine keeping it insight. In case it is not possible for the official in charge of the trolley to observe this rule, the trolley shall be cut off from the line and he shall make immediate arrangements to inform the nearest station of the position.

(iii) The official in charge of the motor trolley shall not enter the Automatic section without first advising the Station Master of the station controlling entry into the Automatic section, in order that he may inform the station in advance to report back to him on the safe arrival of the motor trolley at that station. Unless the arrival report has been received, duly authenticated by a private number, the first train following the motor trolley into the automatic section shall be issued with a Caution Order.

(iv) The official in charge of the motor trolley shall also be cautious and vigilant while negotiating points and crossings. In the interest of safety, he shall stop short of the above points and ensure their proper setting before proceeding slowly over them. Where the route is set against the trolley, he shall arrange for the trolley to be lifted and placed on the correct line.

SR 15.25.09.- Light Motor Trolleys.-

The working of a light motor trolley shall be governed by the following and any other special instructions issued in this regard :-

(a) The maximum speed attained shall be limited to 20 kmph.

(b) The equipment shall be as prescribed for motor trolleys, vide SR 15.20.01.

(c) The trolley shall be accompanied by a minimum of three trollymen, but in no case shall the total number of persons, including the trollymen, exceed six.

(d) The trolley may be allowed to run with or without block protection (subject to sub-rules (e) to (g) below) or following another light motor trolley or a motor trolley.

(e) From sunset to sunrise and on ghat sections or other sections where the clear visibility is restricted to less than 800 m. it shall be run only under block protection. The list of such sections shall be got notified in the Working Time Table by the Divisional Railway Manager.

(f) While working without block protection, the speed of the light motor trolley shall not exceed 15 kmph.

(g) In all other respects the working of a light motor trolley shall conform to the rules laid down for ordinary trollies while run without block protection, and to those laid down for motor trollies while run under block protection or following another light motor trolley or a motor trolley.

SR 15.25.10.- Self-propelled Inspection Cars.-

The working of special heavy vehicles such as tunnel inspection cars shall be governed by special instructions, issued where necessary. In all other respects, these shall be worked in the same manner as light engines.

15.26. Protection of trolley on the line-The qualified person in charge of a trolley shall, before leaving a station, ascertain the whereabouts of all approaching trains, and shall, when a clear view is not obtainable for an adequate distance-

(a) on a single line, in both directions, or

(b) on 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.

SR 15.26.01.- (a) The person in charge of a trolley shall, under all circumstances, be responsible for its use and protection.

(b) Before a trolley is placed on line, the person in charge of it shall advise the Station Master of this fact, except where it is impracticable to do so. For this purpose, he shall obtain from the Station master the prescribed certificate on Form E.D. 9-15, 9-16 or 9-17, as the case may be. Such certificate shall be obligatory where there are sharp curves or steep gradients. After a trolley is placed on line, advising the Station Master on duty, the latter shall take all necessary precautions for its safety, if it is not running under block protection. Whenever a trolley is to proceed into a block section, the

Station Master at the station allowing such trolley shall inform the Station Master at the other end of the block section and obtain his acknowledgement.

(c) If no information has been given to the Station Master by the person in charge, the entire responsibility for the protection of the trolley and the men accompanying it would devolve on the latter.

(d) On clearing a block section, the official in charge of push trolley shall hand over a memo to the Station Master at that end, informing him of his arrival. The Station Master shall at once intimate the Station Master at the other end and keep a record in his diary

SR 15.26.02.- While a trolley is on line, a sharp lookout shall be kept at all times, both in front and rear.

SR 15.26.03.- Whenever any train, light engine or motor trolley is found approaching on the same line, the trolley shall be removed clear of the line, well in time, so as to ensure safety and to avoid detention to traffic.

SR 15.26.04.- (a) Special caution shall be exercised at locations where, on account of curves, tunnels, cuttings gradients or other causes, a clear view of approaching trains is not obtainable. The principal requirement is that a clear view of at least 10 telegraph posts on non-electrified sections and 16 masts lengths on electrified sections shall always be obtainable both in front and rear on single line working and in the direction from which trains are likely to approach, in the case of double line working.

(b) (i) At locations where the aforesaid requirement can not be met, the trolley shall be stopped at a point beyond which the prescribed visibility distance is not obtainable. One trolleyman carrying hand signals shall be left at this point and another trolley man carrying hand signals shall be sent ahead for the purpose of looking out for any train which may be approaching from the rear and front respectively and hand signalling or removal of the trolley in the event of any train being found approaching. On double lines, such look-out will be necessary only in the direction from which trains may approach. Where a man is sent ahead, the trolley shall not proceed forward until the man has gained a lead of about 6 telegraph post lengths (or 8 mast lengths on electrified sections) or such distance as is needed to obtain a clear view of an approaching train even while it is at an adequate distance from the trolley as prescribed in sub-rule(a) above. As the trolley moves ahead, the man in front shall keep moving at the

same speed so as to maintain the required visibility conditions. The rear look out man shall start following the trolley only after it has gone ahead by about 6 telegraph post lengths (or 8 mast lengths on electrified sections). He shall thereafter keep following the trolley at the same speed, maintaining a constant look-out towards the rear and duly ensuring the required visibility conditions. The person in charge of the trolley shall be responsible for a constant watch being kept of the look-out men, as the trolley moves along and for acting promptly on any signal received from them. Where, on account of sharp curves, etc. the prescribed visibility conditions cannot be met by deputing only one look out man in either direction, intermediate look out men shall be deputed for relaying of signals given by the former.

(ii) If a look out man finds any train, light engine or motor trolley approaching, either from the front or from the rear, as the case may be he shall at once signal towards the trolley by waving a red hand signal. On receiving such signal, the person in charge of the trolley shall at once stop the trolley and have it removed clear of the line. To facilitate prompt removal in such cases, extra trollymen/Trackmen/Khalasis shall be carried on the trolley so that the prescribed minimum of four men required for lifting the trolley off the track are available at all times. It shall be the responsibility of the person in charge of the trolley to anticipate the extra requirements of men on this account and make suitable arrangements in advance, before negotiating such locations with poor visibility conditions.

(iii) In cases where, on account of cuttings, tunnels or bridges, any delay is anticipated in removal of the trolley by taking it to the nearest trolley refuse, the look out men shall invariably carry three detonators with them and in the event of any train or light engine approaching, they shall place the same on the track after signalling for removal of the trolley. These detonators shall be taken off only after the trolley has been removed clear of the line.

(iv) The look-out man in front may stop only on reaching a point from where the visibility of the line ahead is clear for not less than the distance prescribed in sub-rule (a).

(v) When the trolley has itself reached a point from where the visibility in the rear is not less than the distance prescribed in sub-rule (a), it shall be stopped there till the rear look out man catches up and is picked up.

NOTE :- Persons in charge of trollies shall acquaint themselves with the running of trains, especially mail/express and passenger trains

and take care, as far as possible, to avoid entering reaches with poor visibility while the trains are due.

SR 15.26.05.- While negotiating level crossings, whether manned or unmanned, the person in charge of a trolley shall exercise extra caution so as to avoid running into or obstructing the road traffic. Trolleys removed from the line at level crossings shall be kept in such a way as to cause no obstruction to the movement of road vehicles.

SR 15.26.06.- When two trolleys proceeding in opposite directions on the same line are to cross each other and there is any doubt as to which should be removed to make way for the other, the following general convention shall be observed:

(a) On gradients steeper than 1 in 400, the trolley proceeding down the gradient shall be removed. .

(b) Elsewhere, on single line sections, the trolley proceeding in the Up direction and on double line sections, the trolley proceeding against the normal direction of traffic shall be removed.

SR 15.26.07.- (a) (i) In ghat sections push trolleys shall be worked under block protection only without interference to train service. However in other than ghat sections push trolleys may also be worked under block protection wherever it is possible to do so without interference to train service.

(ii) Push Trolleys should be worked only under block protection in the following sections having restricted visibility due to curves, cuttings, tunnels, steep gradients or due to other local conditions;

(1) Boddavara - Shimiliguda

(2) Maligura - Jarati

(b) Patrol trolleys shall be run on line clear only. The person in charge of the trolley shall personally receive the line clear authority from the Station Master at the starting station and personally deliver it to the Station Master at the other end. The Station Masters at both ends shall be personally responsible to see that the line clear authority is correct and complete in all respects.

SR 15.26.08.- Whenever the trolley is removed from the line for the passage of a train or for any other reason, or when it is marked in proximity to the lines in a station yard, it shall be kept sufficiently clear of the line and parallel to it, instead of at right angles, so as to avoid the possibility of its rolling and fouling the track and thereby endangering passing trains.

15.27. Protection of lorry on the line.-

(1) whenever it is proposed to place a lorry, whether loaded or empty on the line, the line shall, if it is possible to do so, without interference with the working of trains, be blocked under the rules for working of trains.

(2) Except under approved special instructions, when the line has not been so blocked and a lorry, whether loaded or empty, is placed on the line, the lorry shall be protected-

(a) on double line, by one or two men as required, at a distance of 600 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 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) Then man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the lorry comes to a stand or a train is seen approaching, and continue to display the stop hand signal.

(5) In all cases where the flagmen in advance or in rear cannot be kept in view from the lorry, additional intermediate flagmen shall be posted to relay the signals.

(6) The stop signal and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the lorry.

SR 15.27.01.- (a) Where the hand signal man's view of the line ahead or in the rear, as the case may be is not clear for at least 800m, additional hand signal men may be deputed further ahead or in the rear, as required, to repeat the stop hand signal to the Loco Pilot of any approaching train, allowing him a sufficient sighting distance to stop the train short of the main hand signal man and thus minimise the chances of detonators being burst.

(b) Except when working under block protection it shall be ensured that even after deputing signalmen in the manner prescribed above, sufficient men remain with the lorry to enable its prompt loading or unloading and removal from the track in the face of an approaching train.

SR 15.27.02.- (a) Whether the line has been blocked or not a lorry working between stations shall always be protected in the manner prescribed above.

(b) While working in station yards, banner flags shall be exhibited at such distances on either side as will ensure safety.

SR 15.27.03.- The speed of a lorry shall never exceed 10 kmph.

SR 15.27.04.- An official of the Engineering Department, not below the rank of Permanent Way Mistry, holding a valid permit for the working of lorries on the section, shall be in charge of every lorry while in use and shall remain with it for the whole of the time it is on the rails and until it is properly removed clear of the line and secured.

SR 15.27.05.- Working of lorries within station sections :-

When a lorry is required to work within the station section, the official in charge of the lorry shall obtain the Station Master's permission in writing to do so specifying the period during which, and the line(s) on which, the lorry will work. On receipt of this request and, if the working of the lorry does not interfere with the movement of trains, the Station Master shall grant such permission to the official in charge, authorizing him to work for the period specified and shall

also record the fact by a suitable entry in the Train Signal Register. The official in charge shall be responsible for the removal of the lorry at the specified time. The Station Master shall, while granting permission for trains to approach, or authorising the taking 'off' of signals for reception, despatch or shunting movements, satisfy himself that the routes concerned are not obstructed by the lorry. Slide collars shall be used on those slides which control signals pertaining to the line(s) on which the lorry would be working, and the Cabin Master/ Cabinman at both end shall be advised to protect the line by using Lever collars, under exchange of Private Numbers.

SR 15.27.06.- Working of lorries in block section :

(a) A Lorry shall normally be run under block protection in accordance with the procedure laid down under SR 15.27.07. In case such block protection is likely to cause detention to train, the official in-charge of the lorry, after considering the urgency of the work to be done, should decide whether to place the lorry on the line without line clear being obtained or wait until line clear can be obtained for it.

(b) Notwithstanding anything contained in sub-rule (a) above, a lorry shall invariably be worked under block protection when –

(i) It is necessary during an emergency to run it at night or during thick, foggy or tempestuous weather impairing visibility; (see also GR 15.24 and SR 15.24.01);

(ii) It is loaded with rails or girders.

(iii) It is loaded with specially heavy materials which can not be readily unloaded; and

(iv) It is required to work on the sections indicated below:-

Division	Section
Khurda Road	(a) Khallikot - Rambha
	(b) Chatrapur - Jagannathpur
Sambalpur	(a) Bissamcuttack-Theruvai
Waltair	(a) Shrungavarapukota-Shimilliguda
	(b) Manabar-Jeypore
	(c) Bodearpur-Silakjhori
	(d) Danteware-Kirandul
	(e) Keutiguda - Tikiri

SR 15.27.07.- Procedure for working of lorries between stations under block protection :

(a) The official in charge of the lorry, intending to put the lorry on line shall give requisition to the station master, mentioning all relevant particulars in the prescribed form No. T/1518 Part-A, with proper acknowledgement.

On receiving the requisition, the Station Master shall obtain permission from the section controller with a Control Order Number. Then he will exchange message with the station master of the other end block station supported by private numbers accordingly. Thereafter, he will issue a written authority to the incharge of the lorry in the prescribed form No. T/1518, Part-B, to work in the section.

(b) On single line tokenless territory the OCC key / Shunting key and on single line token territory, the Ball token shall be handed over to the incharge of the trolley alongwith the written authority in case the block instruments are in normal working order.

(c) When a track on a double line section is blocked for a lorry, the official in charge shall run the lorry only on the track that has been blocked and shall not place it on the other track either on the outward journey or on the return journey.

(d) When approaching a station, the leading hand signalman shall promptly report his arrival to the Station Master, who shall make immediate arrangements for the safe reception of the lorry either by taking 'off' the approach signals or by piloting it from the first stop signal.

(e) When the lorry is removed from the line at a station the official incharge shall issue a trolley "Removal Report" to the Station Master in the prescribed form T/1518, Part C. The Ball token / OCC key / Shunting Key if any shall also be handed over to the Station Master with due acknowledgement.

(f) In case the lorry is removed in mid section, the trolley Removal Report alongwith the Ball Token/OCC key/ Shunting key if any shall be sent to the nearest station and shall be handed over to the SM with due acknowledgement.

(g) Trolley removal report in the prescribed form alongwith the Ball token / OCC key/Shunting key if any, shall be the authority for the Station Master to cancel the block and resume normal working of trains in the concerned section.

(h) The official in charge of a lorry on a blocked section shall

be responsible for ensuring that the lorry is removed from the line at such time as to enable the block being cleared within such period as stipulated originally, except in cases where an extension of the duration of block has been authorized subsequently.

SR 15.27.08.- Procedure for the working of lorries between stations without block protection :-

(a) The official in charge of the lorry, shall give a requisition to the station master in the prescribed format T-1518, Part A, clearly endorsing on it that the trolley shall work without block protection. If there is any speed restriction for trains to be followed, in the concerned section, shall also be endorsed on it.

(b) On receiving the requisition the Station Master shall exchange message with the Station Master of the other end block station under exchange of private numbers, in consultation with the section controller. Thereafter, he will authorise the trolley in charge in the prescribed format T-1518, Part- 'B' to work the section without block protection.

(c) Until the "Trolley Removal Report" in the prescribed form T-1518, Part- 'C' has been received, the Station Master at either end of the section shall stop all trains entering the concerned section and serve caution orders to the Loco Pilots/Guards, advising them that a lorry is working on the section.

(d) A Loco Pilot, on receiving intimation that a lorry is on the section, shall work his engine or train at such a speed that he can, without difficulty, bring it to a stand within a distance of 800 metres after sighting the first stop hand signal protecting the lorry.

(e) A lorry shall be removed clear of the line at least 10 minutes before a train is expected to pass that spot.

(f) No lorry shall be allowed to enter any long bridge or tunnel or long and narrow cutting unless there is sufficient time left for the lorry to clear the same and to be removed from the line in compliance with sub-rule (e) above.

(g) Except by special authority of the Divisional Engineer, a lorry shall not be placed on the line while any train working under Material Train Rules is in the block section.

SR 15.27.09.- The provisions of SR. 15.26.05 and 15.26.08, which deal with the precautions, to be observed while a trolley is

negotiating level crossings and while it is off the track, respectively, shall also apply to lorries.

SR 15.27.10.- Working procedure of Rail Dolleys :

(a) Rail dolley shall not be worked on sections having gradients steeper than 1 in 100. Not more than 6 rail dolleys in a group shall be allowed in a block section. Normally, not longer than 3 rail welded panels should be carried by rail dolleys. The railway servant in charge of rail dolleys must inspect the section in advance particularly in reference to heaping of ballast, girder bridges and any other special features which make it difficult to drop the material and remove the rail dolley in the event of an approaching train. He shall get the ballast heaps cleared and work the dolley (s) only when the visibility is clear for atleast 1200 mtr (BG) and the rails/sleepers can be dropped off safely without affecting the safety of trains and workers.

(b) Normally, no traffic block is necessary for working of rail dolleys except in the following cases :

i) To carry rails longer than 3 rail panel or it is required to move over crossovers in yard crossing more than one line in deep cuttings and curves.

ii) To work after sunset and before sunrise and in bad weather when the visibility is poor.

iii) To work in deep cuttings, steep grades, sharp curves and heavily built up areas where the visibility is not clear for 1200 mtrs.

(c) While working rail dolley, following protection shall be taken :

i) Eevery rail dolley/group of rail dolleys when on line shall exhibit a red flag. On single line, a flagman with detonators to be deputed to exhibit a hand danger signal at a distance of not less that 1200 mtr. Where necessary, an intermediate flagman may be posted to relay signals.

ii) When a train is sighted, the flagman should wave the red flag vigorously to warn the official incharge of the dolley and the train and place three detonators at 10 metres apart on the line. The detonators should be removed only on receipt of hand signals from the offical incharge by waving of a green signal to withdraw the danger signals to indicate that rail dolleys have been removed.

iii) The official incharge of the rail dolley shall keep a look out for approaching train and will get the rail dolley(s) and materials cleared off the track as soon as an approaching train is sighted.

iv) While approaching level crossings, the official incharge shall look out for road vehicles and ensure safe passage of rail dolleys. The official incharge shall be fully responsible for the safe working of rail dolleys.

15.28. Lorries and trollies out of use.-A lorry or trolley, when not in use, shall be placed clear of the line, and the wheels thereof be secured with a chain and padlock.

SR 1 5.28.01.- When a trolley, lorry or motor trolley is placed on a platform for being loaded into/after being unloaded from a train, it shall be kept parallel to the track and in such a manner that it may not come in the way of passengers or of railway staff working on the platform.

