

CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01. Use of the One Train Only System.-Trains may be worked on the One Train Only System, only on short terminal branches on the single line.

SR 13.01.01.-Sections where trains are-worked on the One Train Only System in the E.Co. Rly are (1) Naupada-Gunupur (2) Bobbili - Salur

13.02. Essentials of the One Train Only System.-Where trains are worked on the One Train Only system, only one train shall be on the section on which this system is in force, at one and the same time.

13.03. Authority to enter the section.- A Loco Pilot shall not take his train into the section unless he is in possession of the authority to proceed as prescribed by special instructions.

SR 13.03.01.- The Authority to proceed shall be a metallic badge with the inscription :

Obverse

Authority for the Loco Pilot/ Motorman to proceed

From _____ to _____ and

return to _____

Reverse

Name of the Controlling station.

The badge should normally to be in the custody of Station Master on duty at the controlling station. In case of loss of the metallic badge, a Line Clear Ticket shall be issued under signature of the Station Master on duty with time, date and train number with Station Stamp. The fact that the badge is lost shall be recorded.

13.04. Procedure in case of accident or disablement on the One Train Only System.-

(1) (a) If the train becomes disabled and require assistance

or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03 in the direction from which assistance, if necessary, is being obtained.

(b) The Guard of the train shall convey advice of the circumstance, under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Loco Pilot in writing to keep the train stationary until his return, and obtain his written acknowledgement.

(2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.

(3) The Guard of the disabled train shall be responsible for the safe and proper working of the line until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.

(4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary, the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided that the engine is not left unmanned in terms of Rule 4.20.

SR 13.04.01.- If a train becomes disabled in mid section and is unable to proceed, the Guard shall convey a written advice of the circumstances through Assistant Loco Pilot to the Station Master of the station from which assistance can be obtained. In absence of Assistant Loco Pilot sub-para 1 (b) of Rule 13.04 shall be complied with.

SR 13.04.02.- On Naupada-Gunupur Section with one train only system of working-Telephone communication will be available in the Station building of Ganguvada, Parlakimidi, Kashinagar and Gunupur stations which will remain under lock and key and one key will remain with the booking clerk of the concerned station and duplicate keys of the above mentioned stations will remain under the custody of Station Master on duty at Naupada.

Before starting the train from Naupada, the Station Master on duty will hand over all the keys of the above mentioned stations to the Guard of the train under clear signature in the register maintained at the station for the purpose.

On return to Naupada station the Guard of the train will handover all the keys to the Station Master on duty at Naupada station under a clear signature of the Station Master on duty at Naupada.

In case of accident or disablement of the train or for other necessity, Guard or Loco Pilot or Asst. Loco Pilot will use, the telephone located at the above stations to convey information to the Station Master on duty at Naupada for necessary action. In case the telephone is out of order, SR 13.04.01 shall be complied with.

SR 13.04.03.- On Bobbili - Salur section train will work on the 'One train only system'. In this system only one train will remain in the section and the Loco Pilot shall not take his train into the section unless he is in possession of the authority to proceed which is to be prepared in duplicate by the SM/Bobbili and one copy to be kept as record with the signature of the Loco Pilot.

The 'Authority to proceed' given by the Loco Pilot, SM/Bobbili should clearly indicate that the Loco Pilot should proceed with his train upto Salur and return.

In case of disablement of the train to proceed further due to accident or any other reason the procedure laid down vide GR 13.04 to be followed and if the Guard is not provided, the duties of the guard will devolve on to the Loco Pilot of the train as provided in the working rule of 'One train only system' vide GR 13.04.

