

S.R.4.17.1. For detailed procedure see Block Working Manual.

S.R.4.17.2. On single line/double line/twin single line/multiple line sections when a Station Master observes that a train has passed without tail lamp/tail board, should send train passed without tail board/tail lamp (bell code) signal to station in advance and 'train divided signal' to station in rear and shall not close the block section. He shall also take the following precautions to avoid any possible collision in mid-section.

- 1 Stop all trains from entering the said block section on adjacent line/lines by putting back all dispatch signals to 'on' and/or by showing Stop hand signal and alert the crew by placing detonators.
- 2 Issue a Caution Order to the Loco Pilot and Guard advising the circumstances and to proceed cautiously and be prepared to stop short of any obstruction.
- 3 Advise the Station Master of the station in rear to issue a similar Caution Order to the train which may enter block section on adjacent line/lines from the other end.
- 4 In case if a train has already entered block section on adjacent line/lines, the Station Master shall—
  - (i) advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or
  - (ii) keep IBS, if any at 'on' and advise Loco Pilot of the circumstances when he contacts on IB phone and
  - (iii) inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone.

*Note:* However, at those stations where block proving axle counters or continuous track circuiting between block stations and complete station section, excluding non-running lines of the receiving station, is provided and is functioning and there is a clear indication of clearance of block section as well as complete arrival of train, the divided train bell codes signal i.e. 6 pause 3 need not be given to the station in rear and SM shall not withhold closing of block section in rear, and the precautions mentioned above under 2.1. to 2.4.3. need not be observed.

#### **4.18 Means of communication.—**

- (1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco Pilot.**
- (2) Sub-rule (1) shall not apply to -**
  - (a) passenger or mixed trains in case of complete or partial failure of vacuum; and**
  - (b) such particular trains as may be exempted under approved special instructions.**
- (3) If a Railway Administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriages in any such train.**

**(4) A goods vehicle in which passengers are carried is not a “passenger carriage” within the meaning of this rule.**

S.R.4.18.1. Whenever the automatic vacuum brake is applied, the Loco Pilot shall bring the train to a stand clear of tunnels, bridges, viaducts, cuttings, catch siding points or other unsuitable place of a similar nature.

S.R.4.18.2. The Guard shall promptly act according to the circumstance of case. If the chain had been pulled for mischief or for insufficient cause, the Guard shall question the occupants of the carriage and try to find out the name and address of the person who used it. He shall also take the names and addresses of the other persons in the compartment and report the matter at the next important station where the train is booked to stop. The Guard shall record the fact in the CTR and also send a special report to the DRM with full details of the use of communication, the name of the passenger, tickets held by him etc.

**4.19. Guard’s and Loco Pilot’s equipment.—**

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

- (a) a copy of these rules or such portions thereof as have been supplied to him under Rule 2.01,**
- (b) a copy of the Working Time Table, and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run,**
- (c) a hand signal lamp,**
- (d) a whistle (for Guards only),**
- (e) a red flag and a green flag,**
- (f) a stock of detonators sufficient to comply with the relevant rules as may be prescribed by special instructions,**
- (g) a first aid box (for Guards of passenger carrying trains only), and**
- (h) such other articles as may be prescribed by the Railway Administration in this behalf.**

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

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

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

S.R.4.19.1.1. The Guard while working a passenger carrying train shall be in possession of the following personal equipment.