

S.R.15.25.12. General:-

- (1) Attaching to train prohibited:- A Motor Trolley shall under no circumstances be attached to a train.
- (2) Movement of Motor Trolley, within station limits:- A Motor Trolley shall not be placed on any line at a station without the permission of the Station Master. A Motor Trolley which has arrived at a station or which has been placed on line can be moved from one line to the other only with the consent of the Station Master. The movement may be either a shunt move or by lifting the Motor Trolley off the track.
- (3) Care over curves and cuttings:- Great care shall be exercised while approaching curves or cuttings and at such places where the view ahead is not clear. The person in-charge of Motor Trolley shall apprehend danger in such places and reduce the speed of Motor Trolley efficiently to stop short of any obstructions.
- (4) Working of Motor Trollies during total interruption of communications:-
- (5) If there is a total interruption of communication, the Station Master on duty shall advise the official in-charge of Motor Trolley of the same and the Motor Trolley shall be worked on the section under the rules of working of trains during total interruption of communications.

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 a double line, in the direction from which trains may approach, take such precautions for the protection of his Trolley as may be prescribed by special instructions.**

S.R. 15.26.1. Working of Trollies without block protection:—

15.26.1.1. On sections other than those mentioned in SR 15.26.2.1 during day, in clear weather, Trollies may be worked on the sole responsibility of the official in-charge. He shall, however, notify the Station Master of the station at which the Trolley will be put on line, the block section he is going to enter and the probable time at which he will clear section. He will also ascertain from the Station Master the particulars of the trains that he is likely to encounter on the section. The official in charge shall protect the Trolley in accordance with the procedure laid down in clauses 1.2 to 1.7 when the view ahead and/or rear is not clear for a distance of at least 800 metres in the direction from which trains will approach.

S.R. 15.26.1.2. On the single line, a Flagman shall follow and another Flagman shall precede the Trolley at a distance of not less than 800 metres plainly showing a Stop hand signal. On the double line, a Flagman shall either follow or precede a Trolley at a distance of 800 metres in the direction from which trains will approach plainly showing a Stop hand signal.

S.R. 15.26.1.3. The distance of 800 metres mentioned above is the minimum, which shall be increased on steep gradients and sharp curves or wherever the view is restricted, to such an extent as will be adequate to ensure the removal of the Trolley before the arrival of the train.

S.R. 15.26.1.4. When the nature of the line is such that the Flagman in advance or in rear cannot be seen by the person in-charge of the Trolley, the latter shall arrange before entering the section, to take with him sufficient number of Gangmen with hand signals so that the required number of additional intermediate flagmen can be provided for repeating the signals of the outermost Flagman or the Flagman posted at the observation post.

S.R. 15.26.1.5. On seeing a train approaching, the Flagman nearest the approaching train shall immediately place three detonators on the line, 10 metres apart, and then wave a red flag vigorously to warn the official in charge of the Trolley about the approaching train. The official in charge shall after removing the Trolley from the line, wave a green flag to the Flagman who shall then remove the detonators and withdraw the Stop hand signal.

S.R. 15.26.1.6. Where owing to curves or cuttings or due to other causes, the view of the line is obstructed, observation posts shall be established at such sites so as to command a good view in both directions for the use of Flagman, thus enabling hand signals being conveyed to the person in charge of the Trolley.

S.R. 15.26.1.7. In case no signals are forthcoming from the observation posts or when conditions are such that the Flagman at the observation posts cannot be seen by the official in-charge of the Trolley, the latter shall arrange to post additional intermediate Flagmen at suitable positions to relay the signals from Flagman to Flagman.

S.R. 15.26.2.1 On the following Block sections, due to existence of sharp curves, cuttings, tunnels etc., special precautions mentioned in clauses 2.2 to 2.10 shall be taken while working Trollies without block protection:-

S. No.	Division	Block Section
1.	Secunderabad	(1) Vikarabad - Rukmapur. (2) Sirpurkaghaznagar - Makudi. (3) Ghatnandur - Parli Vaijnath. (4) Hallikhed (K) – Kamalapur.
2.	Hyderabad	Indalvai-Uppalavai
3	Nanded	Ambari-Kosai
4	Guntakal	(1) Mamanduru-Balapalli (2) Balapalli-Settigunta (3) Dronachalam-Panyam
5	Guntur	Gazulapalli-Diguvametta
6	Vijayawada	(1) Rapur – Cherilopalli; (2) Cherilopalli – Mangampet.

S.R. 15.26.2.2. The official in-charge, shall fill up in duplicate Part 'A' the notice portion of Trolley/Lorry Notice (T/1518) and send to the Station Master at which he intends to place the Trolley on line. The Station Master shall advise on telephone the station at the other end of the block section as under:-

Trolley number.....will enter section at hours with Trolley Notice number.....Issue Caution Order to the trains coming from yours.

S.R. 15.26.2.3. The Station Master at the other end shall acknowledge and advise as under:-

I understand trolley numberwill enter section at.....hours and will issue Caution Order till the Trolley is removed from the line. PN.....

S.R. 15.26.2.4. The Station Master shall ascertain from the Control the particulars of trains likely to be encountered by the Trolley while working in the section, and furnish these particulars in part 'B' of the Trolley Notice (T/1518). On the non-controlled section, the relevant particulars shall be obtained from the station where trains originate.

S.R. 15.26.2.5 If there is total interruption of communication, the SM shall advise the official in charge of this fact and make an endorsement on the form T/1518 to this effect and it will be the personal responsibility of the official in charge to protect the Trolley as per rules. When communication is restored, Caution Orders will be issued as per the procedure mentioned above till the removal report of the Trolley is received by the SM.

S.R. 15.26.2.6. If it is necessary to place the Trolley on the line outside the station limits, the official in- charge shall fill in the particulars in Part 'A' and send the form T/1518 through a messenger to the Station Master and obtain the particulars of trains likely to be encountered. Till this information is received, the official in-charge shall not place the Trolley on line.

S.R. 15.26.2.7. On arrival of the Trolley at the station, the official in-charge shall fill up the removal report of the form Part 'C' (T/1518) and send it to the Station Master, who shall acknowledge receipt of the same in the office copy and also enter the time. The Station Master shall immediately advise the Station Master at the other end of the block section for the discontinuance of the issue of Caution Order. All entries relating to the Trolley shall be made in red ink in the TSR. If the Trolley is removed from the line in mid-section and if it is not intended to replace it on the line, the official in-charge shall fill up the removal form and send it to the Station Master of the nearest block station. The Station Master shall enter the time at which the removal report is received by him, sign the entry and return the block foil through the messenger. He shall then immediately advise the Station Master at the other end of the block section and discontinue the issue of Caution Order thereafter.

S.R. 15.26.2.8. Immediately a Trolley is permitted to be placed on the line, the Station Master shall place the 'Trolley on Line' cap on the plunger of the block instruments to serve as a reminder for the issue of Caution Order.

S.R. 15.26.2.9. During the period the Trolley is working on the section, the Station Masters at either end of the block section shall issue Caution Orders for all trains entering the section.

S.R. 15.26.2.10. The official in-charge of the Trolley is responsible for the safe working of the Trolley. He shall ensure that rules for the working of the Trolley are strictly adhered to, and always be alert to guard against accidents. The issue of Caution Orders by the Station Master does not absolve the official in-charge of the Trolley from his responsibility for protecting the Trolley.

S.R. 15.26.3. Working under block protection:-

During day, when the visibility is not clear and during night a push Trolley shall work only under block protection

S.R. 15.26.4. Speed of Trollies:-

The speed of a Trolley or Cycle Trolley shall not exceed 15 KMPH

S.R. 15.26.5. Responsibility of Engineering staff working on line:-

Gangmates/Gangmen, Keymen and Gatemen shall exhibit Stop hand signals to warn any approaching train, when they see the Trolley on line and continue to exhibit the Stop hand signal, till the Trolley has passed 800 metres away or until it is removed from the line.

S.R. 15.26.6. Working of private Trollies:-

No private Trolley shall be used by non-railway official except under special permission of PCOM.

S.R. 15.26.7. Trollies following one another Trolley:-

When two Trollies or more are running together in the same direction on the same line, care shall be taken to ensure that they are kept at least one OHE mast or 75 mtrs apart.

S.R. 15.26.8. Spring points/Catch siding:-

The official in-charge of the Light Motor Trollies/ Moped Trollies/scooter Trollies shall stop short of the spring/ catch siding points, lift it off the track, if necessary and place it on the correct line, before proceeding further.

S.R. 15.26.9. Passing of Level Crossings:

The Official in-charge of the Light Motor Trolleys/Moped Trolleys/Scooter Trolleys, while approaching level crossings, shall look out for the road traffic and ensure safe passage for his Cycle/Moped Trolley

S.R. 15.26.10. Trolley when not in use:

Whenever a Trolley is not in use and is placed on the platform for being loaded on a train or any other purpose, it shall be placed parallel to the track, properly locked and in charge of a railway servant. It should be so placed as not to come in the way of passengers and railway staff.

15.27. Protection of Lorry on the line.—

- (1) Whenever it is proposed to place a Lorry, whether loaded or empty on the line, the line shall, if it is possible to do so, without interference with the working of trains, be blocked under the rules for working of trains.**
- (2) Except under approved special instructions, when the line has not been so blocked and a Lorry whether loaded or empty is placed on the line, the Lorry shall be protected —**
 - (a) on double line, by one or two men as required, at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the Lorry in the direction from which trains may approach, or**
 - (b) on single line, by one or two men as required, following and preceding the Lorry at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge, carrying a banner flag across the track and another man plainly showing a Stop hand signal at a distance of not less than 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the Lorry on either side.**
- (3) Each man so following or preceding the Lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line, 10 metres apart, immediately the Lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching, and continue to display the Stop hand signal.**
- (4) The man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the Lorry comes to a stand or a train is seen approaching, and continue to display the Stop hand signal.**
- (5) In all cases where the flagmen in advance or in rear cannot be kept in view from the Lorry, additional intermediate flagmen shall be posted to relay the signals.**
- (6) The Stop signals and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the Lorry.**