

S.R.15.14. Tools and materials, precautions—

The Gangmate will be responsible for the safe custody of the tools issued to him. These shall be placed, when not in use, in a tool box properly padlocked. These tool boxes will ordinarily be placed near the Gangman's quarters or at gate lodges. SR 15.09. On no account shall permanent way men throw out tools or materials from moving trains.

15.15. Blasting.—

No railway servant employed on the way or on any works shall carry on any blasting operations on or near the railway except as permitted by special instructions

15.16. Putting in or removing points or crossings.—

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

S.R.15.16. For special instructions regarding putting in or removing points and crossings, see Appendix V.

15.17. Duties of Gangmate and Gangman when apprehending danger.—

If a Gangmate or Gangman considers that the line is likely to be rendered unsafe, or that any train is likely to be endangered in consequence of any defect in the way or works or of abnormal rain or floods or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to proceed with caution or to stop, as necessity may require; and shall as soon as possible report the circumstances to the nearest Station Master and the Inspector of Way or Works.

S.R.15.17.1. In the circumstances detailed in Rule.15.17, the Gangmate or any other railway servant on the spot shall, if it is considered necessary to stop any approaching train, protect the line in accordance with Rule. 3.62.

S.R. 15.17.2. In the case of permanent causeways that are flooded and the velocity of current is insignificant, trains may be permitted to pass when the depth of water above rail level does not exceed the following values, provided in each case the PWI has satisfied himself by walking over and probing that the permanent way is intact and in a fit condition:

Gauge	Passenger and Mixed trains	Goods trains
BG	300 mm (12 inches)	450 mm (18 inches)
MG	230 mm (9 inches)	300 mm (12 inches)

In electrified area special gauges are provided at places liable to flood, to indicate when the different types of electric stock have to be stopped.

S.R. 15.17.2.1. Indication posts about 1200 mm (4') in height shall be fixed at each dip, one at each end of the level position, with flat bars attached to them to indicate the levels in sub-para (2). The posts should be painted black and white in 300 mm (one foot) length, so arranged that the flat bars which shall be painted white, show up against 300 mm (one foot) length of black colour.

S.R. 15.17.2.2. The posts shall be fixed 3 metres (10 feet) from the centre of the track in the case of BG and 2.5 metres (8 feet) from the centre of track in the case of MG. Where desirable, the posts may be graduated in millimetres (inches), provided this is clearly marked so as to avoid interference with visibility.

S.R. 15.17.3. Special precautions when water level rises:—

The following precautions shall be observed, in each case trains being stopped dead and allowed to proceed at a speed not exceeding 8 KMPH.

S.R. 15.17.3.1. If water rises over the ballast level but is below rail level, the track should be walked over by two men abreast one at either end of the sleepers before each train and only if the track has not been disturbed, should the train be allowed over the track.

S.R. 15.17.3.2. When water overtakes the rail, the PWI should certify by walking over and probing that the track is safe.

S.R. 15.17.3.3. Message shall be sent by the PWI to the AEN and DEN when water rises above ballast level and again when it subsides. This should be followed up with special reports.

S.R. 15.17.3.4. Records of all such occurrences should be entered in the PWIs section register.

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 purposes of these rules, to be a Lorry.

S.R.15.18.1. Marking of Trollies, Lorries and Motor Trollies:-

S.R.15.18.1.1. Each Push Trolley, Cycle Trolley, Moped Trolley, Lorry or Motor Trolley shall be painted conspicuously with the number, the code and initials of the headquarters station and the designation of the official to whom it is allotted.

S.R.15.18.1.2. Push Trollies and Lorries shall always be pushed and not pulled.

S.R.15.18.1.3. Cycle Trollies or Trollies which are propelled by pedaling instead of pushing, and Light Motor Trollies/Moped Trollies/scooter Trollies are driven by a motor. They may be pushed when necessary, but not pulled. Cycle Trollies and Light Motor Trollies/Moped Trollies/scooter Trollies are so designed as to be capable of being removed from the track by two men. Seats should also be provided in Cycle Trollies and Light Motor Trollies/Moped Trollies/Scooter Trollies for at least one person other than the person or persons pedaling or driving to sit facing towards the rear continuously to give adequate warning of approaching trains.

S.R.15.18.1.4. Use of sails or any other unauthorised aid for propulsion of Trollies or Lorries is strictly prohibited.

S.R.15.18.1.5. Light Motor Trollies/ Moped Trollies/Scooter Trollies shall be treated as Motor Trollies in all respects for the purpose of these rules except where otherwise provided for. Cycle Trollies shall be treated as push Trollies for all purposes.

S.R.15.18.2. Minimum number of men to accompany Push Trollies, Lorries and Motor Trollies.