

### **3.50. Traps, slip sidings and catch sidings.—**

**The Station Master shall take steps to ensure that the points of all traps, slip sidings and catch sidings and other points are set against the line which they are intended to isolate, except when it is not necessary that they should be open for the purpose of isolation.**

SR 3.50.1. Traps on siding (which may be Scotch Block, Derail, Derailing Switch or Trap Switch) are intended to derail vehicles, which escape from the sidings. Except when required to be taken away from the line or reversed for the passage of trains or vehicles, the Traps shall normally be kept as under :-

1. Scotch Blocks and Derails shall be kept locked in position on the rail.
2. Derailing switches shall be kept locked in the open position; and
3. Trap switches shall be set against the running line and locked in that position. The staff in possession of the keys of the traps shall be held responsible for carrying out these instructions.

SR 3.50.2. Trap indicators are used to indicate the position of derailing switches or derails, protecting the siding or running line. They show a red target by day and a red light by night in both the directions, when the derailing switch is open or the derail is on the rail, and the knife edge of the disc by day and a green light in both directions by night when the derailing switch is closed or derail is off the rail. Points leading to a short dead-end and used solely for the purpose of trapping the running line or sidings shall be treated as derailing switches.

SR 3.50.3. Slip sidings and Catch sidings:

1. Slip sidings are intended to prevent vehicles at stations from escaping on to the main line. On no account shall slip sidings be used for shunting purposes. Stabling of vehicles on slip siding is prohibited.
2. Catch sidings/Kopcke sidings are intended to catch vehicles which have escaped from the adjacent station or trains or parted portions of train coming out of control from the adjacent block section. On no account shall vehicle be shunted/stabled on the catch/Kopcke sidings.

*Note: - Kopcke sidings are catch sidings of another design and serve the same purpose.*

3. Except when expressly opened for the passage of trains in the facing direction, the points of the slip sidings and the catch/Kopcke sidings shall be kept set for these sidings normally and the keys of such points, if any, shall be kept in the safe custody of the Station Master. The rules incorporated in the Station Working Rules with regard to the operation of these points shall be strictly observed.

### **3.51. Points. –**

**(1) All points shall normally be set for the straight except when otherwise authorized by special instructions.**

**(2) The railway servant concerned with the operation of points and signals shall not, while on duty, leave the place of operation of points or signals which are under his charge except under special instructions.**

**(3) No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose, except with the previous permission of the Station Master.**