

(Civil, P&T, Military, Medical etc.) when their journey concerns with the working of the railway or a person requiring medical aid. Railway contractors and their agents proceeding in connection with their work may also be conveyed by Trolleys. In such cases the prior permission of the DEN, or the DEE/Tr.D, or the DOM or the DSTE shall be obtained by phone. However, in emergency, such permission may be obtained from the AEN, ASTE who shall, at once, advise the DEN regarding the grant of such permission. Prior to being conveyed, the person(s) concerned shall execute an indemnity bond in the prescribed form.

*Note:— In cases of emergency or when such a journey does not interfere with his duties and responsibilities, the railway official in-charge of a Trolley may convey railway employees on his Trolley when employees are travelling on duty.*

S.R. 15.22.3.2. Lorries:- No person unconnected with the working of Lorry shall be conveyed on a Lorry.

### **15.23. Attachment to train prohibited.—**

#### **No Lorry or Trolley shall be attached to a train.**

S.R.15.23 Conveyance of Trolleys and Lorries by trains—

S.R.15.23.1. Trolleys and Lorries shall not be carried by Mail and Express trains except in an emergency.

S.R.15.23.2. Trolleys may be carried in the brake-van of goods and mixed trains and also by passenger trains, if there is room and provided the loading and unloading can be done without delaying the passenger train and they are not likely to cause damage to the packages in the van.

S.R.15.23.3. Lorries will, ordinarily, be carried in the brake-vans of goods and mixed trains and on sections where goods and mixed train services are insufficient, they can be carried by passenger trains, provided the conditions prescribed for the carriage of Trolleys by passenger trains are fulfilled.

### **15.24. Time of running.—**

**A Lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than 800 metres.**

S.R. 15.24.1.Working of Trolleys/Lorries:-

S.R. 15.24.1.1. Ordinary Trolleys and Lorries shall be worked only during day light hours. However, during day, when there is rain, thick, foggy or tempestuous weather impairing visibility and always at night, Trolleys and Lorries shall be worked under the rules for working of trains.

S.R. 15.24.1.2. Whenever a Trolley/Lorry is to be worked under block protection on a double line section or on a single line section where tokenless block instruments are provided, the Station Masters on either side of the block section shall adhere to the procedure given in S.R.15.25.7.2. ‘Trolley/Lorry on line’ cap shall be placed at both stations on the plunger of the block instruments to serve as a visual reminder that the section is occupied.

S.R. 15.24.1.3. When Trolley/Lorry is to be worked under block protection, if the visibility is impaired, due to rain, thick, foggy or tempestuous weather or any other cause, the Trolley/Lorry shall be removed from the line and not replaced until the visibility is adequate.

S.R. 15.24.2. Placing of Trolleys/Lorries in Track Circuited yards:-

S.R. 15.24.2.1. A Trolley/Lorry which is not insulated shall not enter or be placed on the line within station limits at stations where track circuits are provided.