

4.64 Protection of material train when stabled.—

- 1) A material train shall not be stabled on a running line at a station, except in unavoidable circumstances.
- 2) When a material train is stabled at a station, it shall be protected in the following manner and the Station Master shall ensure that --
 - a) the vehicles of the material train have been properly secured and are not fouling any points or crossings,
 - b) all necessary points have been set against the line on which the material train is stabled and such points have been secured with clamps or bolts and cotters and padlocks, and
 - c) the keys of such padlocks are kept in his personal custody until the material train is ready to leave the siding or line.
- 3) The Guard shall not relinquish charge until he has satisfied himself that the material train has been protected as prescribed in this rule.

S.R.4.64.1.1. The Station Master and the Guard of the material train are jointly responsible for ensuring -

- 1 That the points leading to the line on which the material train is stabled are set against the line and locked in that position in accordance with the G.R.4.64.
- 2 That the hand-brakes are applied on sufficient number of vehicles, the van-brakes are screwed down and that a sufficient number of wheels are locked by safety chains and padlocks (see Rule 4.57 and 5.23) ; and
- 3 That the train is berthed clear of fouling marks, etc., at each end of the line on which it is stabled.

S.R.4.64.1.2. If it is necessary to perform any shunting on the line on which the material train is stabled, the Guard shall be present throughout the period the shunting is performed. After the shunting is completed, the Guard shall personally satisfy himself that the train has been protected in accordance with G.R. 4.64(2).

S.R.4.64.2. When a material train is stabled on a siding, outside station limits, the Guard shall ensure that it is berthed clear of fouling marks and traps and without obstructing the running line. He shall apply the hand-brakes on a sufficient number of vehicles, screw down the van-brakes and lock the wheels of the wagons by means of safety chains and padlocks.

4.65 Working of track maintenance machines.—

Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.

S.R.4.65.1.1 The on track tamping machine which is a self-propelled vehicle fitted with head-light and two parking lights and is having two parts viz., the engine and the tamping-cum leveling unit. This machine and all track maintenance machines shall run at speed prescribed through JSC, subject to other speed restrictions in force. A copy of the JSC shall be made available in each such machine (*Item No. 7 of AS-18*).

S.R.4.65.1.2 The track laying machine is a self-propelled machine consisting of mobile portal cranes for carrying assembled track panels. This machine can run only on auxiliary track of wider gauge specially laid outside the existing track. This machine can only be carried to site of work, loaded on BFRS observing all the rules for movement of material trains.

S.R.4.65.2. The on track tamping machine shall be treated as a train for all purposes and shall run under the system of working applicable except when it is attached in the rear of a goods train.

S.R.4.65.3 The tamping machine shall work under the direct supervision of an Engineering official not below the rank of PWI who will be responsible for taking the traffic block and for protection of the line, while the work is in progress. Each machine shall be in direct charge of an Operator. The complement of staff with each machine will normally be one operator, one mechanic and one khalasi. The operator shall be a qualified person competent to hold charge of the machine on the main line and also certified to be qualified in the rules and actual driving and working of the unit efficiently. The operator shall be conversant with the section over which the unit has to run for work.

S.R.4.65.4. Competency Certificate for persons authorised to drive tamping machine:

All self-propelled track machines shall be treated as a train for all purposes.

- (i) No person shall be permitted to drive any type of track machine unless he has undergone stipulated training and passed the examination at ZRTI/MLY in General and Subsidiary Rules. A Technical Competency Certificate shall be issued by Dy.CE/Track Machines or any other Competent Engineering Officer nominated by PCE.
- (ii) The certificate shall be valid for 3 years unless revalidated after undergoing a refresher course at ZRTI.
- (iii) He shall possess a certificate of medical fitness issued by a Railway Medical Officer as prescribed in the Medical Manual for Traction Machine Operators.

S.R.4.65.5. Equipment:

The following equipment shall be carried by the Operator-in-charge of the Unit.

1	A copy of General & Subsidiary Rules Book	10	Ten detonators.
2	A copy each of Accident Manual and Operating Manual	11	Two Banner flags
3	A copy of Working Time Table	12	A powerful electric torch.
4	A portable telephone	13	A padlock with key and chain
5	A Watch	14	A pair of spare spectacles, if required.
6	Three green hand signal flags and three red hand signal flags (in a case)	15	Such other equipment and stores as may be prescribed by the Engg Dept.
7	A pair of red and green slides	16	A copy of instructions for working the tampers.
8	Two (tri-colour) hand signal lamps		---
9	A tail lamp		---

S.R.4.65.6. Working of the tamping machine:

S.R.4.65.6.1 The tamping machine shall be considered as a train as per G.R. 1.02. (58).

S.R.4.65.6.2 It is permissible to allow more than one tamping machine into the same block section subject to the instructions laid down in para 7.

S.R.4.65.6.3 The following procedure shall be observed for the working of the tamping machine between two block stations:

S.R.4.65.6.3.1. The on track tamping machine shall be worked during the traffic block period only.

S.R.4.65.6.3.2. The person in-charge of the unit, shall inform the Station Master in writing where he intends to stop in the midsection for packing and leveling work and whether he will proceed to the next station or return to the starting station. He shall also mention the duration of the block. A caution order shall also be issued along with the authority to proceed, wherein the Station Master shall notify the time at which the block section shall be cleared and whether the unit will proceed to the next station or return to the starting station.

S.R.4.65.6.4. When it is programmed to push back the machine to the starting station, the following precautions shall be observed:

1. While obtaining Line Clear, the Station Master of the station in advance shall be advised that the Tamping machine will push back.
2. The Station Master of the station from which the tamping machine is entering the block section shall issue to the official-in-charge of the leading tamping machine an authority to push back, duly obtaining the signature of the person in-charge of the following tamping machine.
3. After authorising the tamping machine to push back, obstruction of the line in the same direction beyond the Starters is prohibited.
4. The official-in-charge of the tamping machine shall travel in the leading machine while pushing back exhibiting hand signals to the following machine.
5. The speed while pushing back shall not exceed 25 KMPH.
6. The official-in-charge of the leading machine shall be responsible to ensure that all level crossing gates are closed against the road traffic. In case of doubt, he shall bring the machine to a stop short of the gate and only after satisfying himself that the gates are closed, he shall authorise the machine to move.
7. The official-in-charge shall bring the machine to a stop outside the Advanced Starter pertaining to the particular line and await hand signals from the railway servant, at the foot of the Advanced Starter. If no hand signals are exhibited for a period of 5 minutes, he shall send a railway servant with a memo to the Station Master for arranging admission.
8. The Station Master, before arranging to receive the tamping machine, shall ensure that all the facing points on the path are clamped and padlocked.
9. The official-in-charge shall sign in the TSR certifying that all the machines have arrived. Only after this, the Station Master shall clear the block section.
10. Once it is arranged that the machines are to be pushed back, they shall not normally proceed to the station ahead.

S.R.4.65.6.5. The person in-charge of the unit shall be responsible to ensure that the adjoining line is not fouled at any time, during the course of the tamping and leveling operations. In case of fouling, he shall immediately arrange to protect the adjoining track as per Rule 6.03 and SRs there under.

S.R.4.65.6.6. On arrival at the station, the person in-charge shall sign in the TSR in token of complete arrival of the unit or units. He shall also certify that the section is clear of all obstructions.

S.R.4.65.7. Where more than one tamping machine is permitted into the same block section, one following the other on the same Line Clear, the person in-charge shall personally supervise the movement by travelling in the rearmost machine and keep a minimum safety margin of 120 metres between the respective units. When two or more units are allowed to work in the block section, the Station Master shall issue a Caution Order to the leading unit that another unit will follow to work in the section. Similarly the following unit shall be issued a caution order notifying that there is one unit ahead of him and to exercise vigilance.

The authority to proceed will be handed over to the person in-charge of the leading tamping machine. In such case, it will be his responsibility to ensure that all the units have completely arrived before certifying the complete arrival in the TSR. In case the units return to the station from which they started, the Station Master cancelling the Line Clear shall also ensure that all the units have returned.

S.R.4.65.8.1. The running and stabling of the tamping machines shall be arranged by the Station Master in consultation with the SCOR. In case the Control is not working, the Station Master shall consult the Station Master of the adjoining station.

S.R.4.65.8.2. The tamping machine shall not be permitted to work during total interruption of commutations.

S.R.4.65.8.3. The tamping machine shall normally be stabled on a non-running line.

S.R.4.65.8.4. When the tamping machine is stabled on a running line due to unavoidable circumstances, the mechanical handbrake shall be applied and the machine shall be securely chained to the rails in accordance with GR 5.23 and SRs there under. Lever collars shall be used on the concerned signal levers and slide collars/pins on the relevant slides.

S.R.4.65.8.5. No unauthorised person shall be allowed on the tamping machine.

S.R.4.65.9. The tamping unit shall not be moved inside the traffic yard without the permission of the Station Master. Shunting of goods or passenger stock shall neither be permitted on the line where the machines are stabled nor shunting performed with the machines attached.

S.R.4.65.10. Failures of the tamping machine and accidents thereto shall be treated in the same manner as train accidents and action taken as per the rules in force.

S.R.4.65.11. In case of failure of tamping machine in a block section, the person in-charge may decide to push the disabled unit to the nearest station, provided the brake power is in good condition. Otherwise intimation shall be sent to the nearest Station Master through a messenger and to the control through portable telephone asking for a light engine to tow the unit. In the event of break-down, the unit shall be protected as per GR 6.03 and SRs there under.

S.R.4.65.12. The Operating and Engineering officials programming the working of the tamping machines shall ensure the sanction of CRS for working of machines on the relevant section is available.

S.R.4.65.13. The programme of traffic blocks for operation of the tamping as well as track laying machines shall be published in the respective Working Time Tables.

I. PRIVATE ENGINES AND VEHICLES

4.66 Private engines and vehicles.—

No engine or other vehicle, which are the property of a private owner, shall be allowed to enter upon the railway, except in accordance with special instructions.

* * *