

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.

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