

S.R.4.15.2. When vehicles are attached behind the rear brake-van of a train in accordance with S.R. 4.24—

1. The Guard shall ensure at night or in thick, foggy or tempestuous weather that the tail light of the brake-van is extinguished and instead the tail light, if any is lighted on the rear most vehicle.
2. If the rearmost vehicle is provided with the side lights or brackets therefore, the side lights shall be lighted on this vehicle, the side lights of the brake-van being extinguished.
3. If there is no provision for side lights on the rearmost vehicle, the side lights, if any, on the nearest vehicle thereto shall be lighted, the side lights of the brake-van being extinguished.
4. If there is no provision for side lights on any of the vehicles attached in rear of the rear brake-van, the side lights of the brake-van shall be used.

S.R.4.15.3. When an Inspection or Officer's carriage is attached in rear of a train in accordance with S.R. 4.24, the carriage so attached shall be provided with side and tail lights and the Guard shall ensure, that the side and tail lights of the brake-van are extinguished and those on the last carriage are lighted.

S.R.4.15.4. The provision of side lights on goods trains and EMUs may be dispensed with.

4.16. Tail board or tail lamp.—

- (1) In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it-**
 - (a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit or**
 - (b) by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying flashing red light to indicate last vehicle check device or**
 - (c) such other device as may be authorised by special instructions.**
- (2) A colliery pilot, i.e., a train used for collecting or distributing vehicles in colliery sidings when working in a block section or in the colliery sidings taking off from a block section, need carry a tail board or tail lamp or such other device as may be authorised by special instructions, only as it enters or leaves the block station at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working.**
- (3) In emergencies only, and under special instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp.**

S.R.4.16.1. The last vehicle of a train shall be indicated by placing a tail board by day and a tail lamp by night or in thick, foggy or tempestuous weather impairing visibility.

S.R.4.16.2. When an assisting engine is attached in rear of a train, the tail board or tail lamp shall be removed from the last vehicle and fixed behind the assisting engine.

S.R.4.16.3. The built in red light of SLR/Inspection carriage should be switched off when another vehicle is attached in rear of such SLR/Inspection carriage. It will be the duty of the Guard to ensure that tail lamp/tail board is affixed only in the rear of the last vehicle.

S.R.4.16.4. A light engine moving in a block section shall have marker lights on, showing red indication in the rear, during day or night. If two or more engines are moving coupled together, the rear most engine should have marker lights on, showing red indication in the rear, during day or night.

S.R.4.16.5.1. In case of EMU/MEMU/MMTS/DHMU/DMU trains, a red 'X' mark on white background on metal flap is provided on either end of formation. The last vehicle of the train is indicated during day by the exhibition of this red 'X' mark. To exhibit this red 'X' mark, the metal flap has to be kept in open position when the vehicle is worked as last vehicle and it should be kept in closed position when the vehicle is not worked as last vehicle.

S.R.4.16.5.2. In the same way, the flashing red light of the built-in tail lamp is the last vehicle indication during night. Guard shall switch it 'on' when the train starts and switch it 'off' when the train terminates.

S.R.4.16.5.3. In case of obstruction on track, Guard must exhibit a red flashing hand signal lamp at night or a red flag during day.

4.17 Responsibility of Station Master regarding tail board or tail lamp of passing trains.—

- (1) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule. 4.16.**
- (2) If a train passes the station without such indication to show that it is complete, the Station Master shall-**
 - (a) immediately advise the station in advance to stop the train to see that the defect is remedied and to advise whether or not the train is complete,**
 - (b) meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear and**
 - (c) unless the station in advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.**
- (3) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) above, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule (2) in such cases.**