

S.R.3.37.2. No approach lighted signals are provided on this railway.

3.38. Points affecting movement of train.—

- (1) The Station Master shall not give permission to take signals 'off' for a train until-**
 - (a) all facing points over which the train will pass are correctly set and locked,**
 - (b) all trailing points over which the train will pass are correctly set, and**
 - (c) the line over which the train is to pass is clear and free from obstructions.**
- (2) When a running line is blocked by a stabled load, wagon, vehicle or by a train which is to cross or give precedence to another train or immediately after the arrival of a train at the station the points in rear on double line sections and at either end on single line sections should be immediately set against the blocked line except when shunting or any other movement is required to be done immediately in that direction on that line.**

S.R.3.38.1 The trailing points shall be correctly set or where the interlocking installation requires it also locked.

S.R.3.38.2. During crossing of trains at key locked stations interlocked to standard-I and key locked modified non-interlocked stations, the setting of the outermost trailing points against the line on which the first train is to be received, does not constitute an obstruction for the purpose of this rule.

S.R.3.38.3.1. At an interlocked station, a train may be allowed to run through a loop line with 1 in 8 ½ turnout, provided the points are correctly set and the signal taken 'off' and at a non-interlocked station, in addition to this precaution, the train shall be brought to a halt at the Outer signal and then the signals taken 'off'. The Loco Pilot shall not exceed a speed limit of 10 kmph when running through a loop line at interlocked as well as non-interlocked stations. When a run through train passes over a loop line, the authority to proceed shall be handed over to the Loco Pilot opposite to the station building.

S.R.3.38.3.2. In no circumstance a train is to be allowed to run through an interlocked or a non-interlocked station over a goods loop with 1 in 8 ½ turnouts. If it is necessary to pass a non-stopping train over a goods loop with 1 in 8 ½ turnout it shall, first, be brought to a stand on that line and then signals, if any taken 'off' and the authority to proceed handed over to the Loco Pilot. At a non-interlocked station the train shall, in addition, be brought to a halt at the Outer signal and then the signals taken 'off' for its admission.

S.R.3.38.3.3. Warning Boards have been provided at all 1 in 8 ½ turnouts for warning the Loco Pilots to restrict the speed to 10 kmph.

S.R.3.38.4.1. At non-interlocked stations, bolts and cotters shall be provided for each switch rail at all points on and giving access to running lines. One padlock shall be provided for each such set of points.

S.R.3.38.4.2. The DEN is responsible for the provisions of bolts, cotters and padlocks and/or clamps and padlocks for the points, when renewals and repairs are being carried out until the points are formally handed over to traffic.

S.R.3.38.4.3. The DSTE is responsible for the provision of padlocks and/ or clamps at stations when disconnection of the interlocking gear is taken up for the purpose of renewals, repairs etc.

S.R.3.38.5.1. Line Blocked/Power Block caps are provided for the Control Panels at stations and cabins. These Line Blocked/Power Blocked caps shall be placed on the Signal/Point/Route knobs/ buttons to prevent the operation Signal/Point/Route knobs/ buttons and to give a visual warning to the Station Master. In VDU Panels facility to block a line is provided through a pop-up message.

S.R.3.38.5.2. Line Blocked Caps bearing the words "Line Blocked" painted in white on in red colour caps are intended for placing on the concerned Signal/Point/Route knobs/buttons of a line on which a train or vehicle is left standing or otherwise obstructed. These Line Blocked caps shall also be used when a train stops at a station to cross and/or to give precedence to another train or trains. Power Block, Caps bearing the words "Power Block" painted in red on Yellow colour caps, are intended for placing on the concerned Signal/Point/Route knobs/buttons of a line on which Power Block is given. The Power Block caps shall be removed only when the Power Block has been cleared.

S.R.3.38.5.3. Detailed instructions regarding the use of Line Block/Power Block caps in knob/button operated panels or application of line block/power block reminders in VDU panels shall be incorporated in the Station Working Rules.

S.R.3.38.6. If all the lines at a station happen to be blocked, when line clear has been granted to a train, the point should be set for the line occupied by a stabled load or a goods train in that order so that, in case of mishap, the chances of casualties are minimized. In case, all the lines at a station are occupied by passenger trains, points should be set for a loop line, to negotiate which, the speed of the incoming train would be reduced, which in turn would minimize the consequences/ casualties. While doing so, points may be set for a loop line occupied by a train, if any, whose engine is facing the direction of approach of the incoming train rather than for the loop line occupied by a train where a passenger coach, will, in the case of a collision, receive the impact. These precautions shall be taken in addition to the observance of other precautions like use of lever collars etc.

S.R.3.38.7.1. Motor-Operated Points—

Wherever the points are operated by motor, the normal and reverse position of the motor-operated points are repeated in the cabins. The 'N' and 'R' indications provided in the cabins correspond to the normal and reverse position of the points. The indicators in the cabin would be lit up only when the relevant lever/switch/button is operated. After operation of every point, the 'N' and 'R' indications must be checked by the Station Master on duty to see that the points are in working order.

S.R.3.38.7.2. Provision of Emergency Crank Handles—

Where points are operated by point motor, emergency crank handles required for the operation of point machine during failure of points are provided. The emergency crank handle should be secured in a glass fronted wooden box/case and sealed in the Cabin along with the keys of the pad lock of point machine by the S&T staff. The station staff concerned should be trained properly in the use of the emergency crank handles.

S.R.3.38.7.3. Failure of Motor Operated Points—

If the Station Master on duty does not get the correct indications after every operation of motor operated points, the points must be inspected by him to see if there is any obstruction in the points and if any obstruction is found it must be carefully removed and once again the points operated from the cabin.

If after verification of the points, the points cannot still be set from the cabin, this should be treated as failure of the points. The Station Master on duty shall thereafter break the seal of the wooden box/case and utilize the relevant padlock key and the emergency crank handle for operating the points manually as follows—

- (1) The padlock of the points machine should be unlocked and removed.
- (2) The emergency crank handle should be inserted in the point machine and rotated to set and lock the points to the required position in the presence of the Station Master on duty. Care should be taken to continue the rotation of the emergency crank handle till it comes to a stop to ensure that the points are correctly set and locked. However before inserting the emergency crank handle in the point machine, it must be ensured that the relevant point lever is in the required position.
- (3) The Station Master on duty shall personally be responsible to ensure the correct setting of points. He must also ensure that the points are clamped, padlocked and the lever collars are put on the relevant point/levers and must retain the keys of the padlocks in his personal custody before authorizing any movement over the affected points. The reception/dispatch of trains shall be arranged in accordance with the rules.
- (4) At stations where crank handles provided to operate the point machines manually or interlocked with the signals, authority to pass the signal governing the movement over the points, which are set by crank handle need not be issued if the signal can be taken 'off' and proper 'N' or 'R' indication, showing that the points have been properly set and locked in the normal or reverse position, is available in the cabin. The points should, however, be clamped and padlocked by the staff deputed to set them by means of crank handle, before the crank handle is restored back to the electrical lock and the relevant signals are taken 'off'.
- (5) In case of manual operation of defective motor operated points by crank handles, for passage of traffic, the trains may be received on signals provided—
 - (1) A transportation staff not lower in rank than that of an Assistant Station Master is deputed to operate the defective motor operated points which is to be clamped and padlocked.
 - (2) Private Number is exchanged between the transportation staff at the points and the Assistant Station Master taking 'off' the signals to ensure the position of the points and safe custody of the crank handle with the former, and
 - (3) Correct setting of the defective points, has been proved in the electrical circuit after manual operation
- (6) The use of emergency crank handle shall be continued till such time the points are rectified by the S&T staff.
- (7) Whenever the emergency crank handle is used, an entry to this effect should be made in the emergency crank handle register specially maintained for this purpose and the station diary, duly advising the concerned Signal Inspector/ESM for rectification.

S.R.3.38.7.4. Handing over Emergency Crank Handle of motor operated points to S&T staff for maintenance work etc—

If the emergency crank handle is required by the S&T staff for maintenance work or for the purpose of testing, disconnection and reconnection notices should be issued in accordance with procedure laid down. Whenever the emergency crank handle is handed over to the S&T staff, an entry should be made in the emergency crank handle register showing the points on which the emergency crank handle is required to be used. At the same time the 'Line Blocked' caps should be put on the relevant point knobs/buttons. During the time of the emergency crank handle is in use, the reception/dispatch of trains or any shunt movement

should be arranged in accordance with the rules. In case of VDU operated panels, procedure to ensure the concerned point is locked to prevent its operation shall be given in the Station Working Rules.

Note: Refer S.R. 4.10 for enhanced speeds on improved turnouts.

3.39. Locking of facing points.—

Facing points, when neither interlocked nor key locked, shall be locked for the passage of a train either by a clamp, or by a through bolt, with a padlock. It is not sufficient to lock the lever working the points.

3.40. Conditions for taking 'off' Home signal.—

(1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless-

- a) on a double line, the line is clear for an adequate distance beyond the Starter or**
- b) on a single line, line is clear for an adequate distance beyond the trailing points, or for an adequate distance beyond the place at which the train is required to come to a stand.**

(2) Where a train has first been brought to a stand outside the Home signal, the signal may be taken 'off', if-

- a) on a double line, the line is clear up to the Starter, or**
- b) on a single line, the line is clear up to the trailing points or under approved special instructions up to the place at which the train is required to come to a stand.**

(3) Except under approved special instructions, the adequate distance referred to in sub-rule (1) shall never be less than-

- a) 180 metres at stations equipped with two-aspect lower quadrant or two-aspect colour light signals, or**
- b) 120 metres in the case of stations provided with multiple-aspect signals or modified lower quadrant signals.**

(4) Where a sand hump of approved design, or under approved special instructions a derailing switch, has been provided for the line on which a train is to be received, they shall be deemed to be efficient substitutes for the adequate distance referred to in sub-rule (3).

S.R.3.40.1. The adequate distance for taking 'off' signals shall be specified in the Station Working Rules of the stations concerned and when the approval of the CRS has been obtained in terms of Rule 3.40 (1) (b) and (4), this shall also be indicated in the Station Working Rules.

S.R.3.40.2. Whenever a stopping train is to be received on a line not provided with track circuit or axle counter, Station Master shall ensure personally that the nominated line is clear of vehicles not only up to berthing place but also for an adequate distance beyond it.