

S. No.	Code of engine whistle	Indication
10	— 0 — 0	(a) Train parting (b) Train arriving incomplete.
11	0 0 —	(a) Alarm chain pulled. (b) Insufficient vacuum/air pressure in engine. (c) Inter-communication apparatus used.
12	— — —	Raise pantograph. To be acknowledged by the other engine.
13	— 0 —	Lower pantograph. To be acknowledged by the other engine.
14	— 0 0	(a) Signal arm taken 'off' but light extinguished. (b) Signal arm improperly/insufficiently taken 'off'. (c) Defective signal.
15	— — — —	Fouling marks not cleared.
16	000000000 000 (frequently)	(a) Apprehension of danger. (b) Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason. (c) While working on a single line section during total interruption of communications or when single line working is introduced on a double line section. (d) Moving in wrong direction on a double line or against the signalled direction in the Automatic block signalling territory.

SR 4.50.2 The signals above are illustrated by '0' for a short whistle and '—' for a long whistle.

SR 4.50.3 Whistle Boards are provided at a distance of 600 metres on the approaches to such manned level crossing gates outside station limits where a clear view of the line from the level crossing gate is not available. Loco Pilots of trains, on noticing whistle boards shall sound their engine whistle intermittently long from the time they approach a whistle board till they pass the relevant Level Crossing.

SR 4.50.4 In the event of failure of whistle/horn of engine while working a train, the Loco Pilot should work the train cautiously to clear the block section and ask for repair or relief.

4.51. Bell signals between Loco Pilot and Guard:-

When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions, shall be used.

S.R.4.51. Bell Signals between Loco Pilot and Guard

(1)The following Bell Signal Codes shall be given by the Loco Pilot/Motorman and to be acknowledged by the Guard working EMU/DMU trains.

S. No.	Bell Signal Code by LP/Motorman	Indication	Acknowledgement by Guard	Indication
1.	0	1. Signal is ON or 2. Stopping train or 3. Unable to start.	0	Acknowledge
2.	00	Signal is OFF and starting the train	00	Acknowledge and Ensure conditions to start before starting.

S. No.	Bell Signal Code by LP/Motorman	Indication	Acknowledge-ment by Guard	Indication
3.	00	Run through signals given. Train is running through station.	00	Acknowledge
4.	00----00	1. Passing Automatic signal at "ON" or 2. Semi - Automatic Signal at "ON" with "A" or "AG" marker illuminating or 3. Passing IBS signal at ON, IBS telephone out of order or 4. Passing Gate signal at ON	00----00	Acknowledge and ensure conditions to start before starting.
5.	000	Guard required by Loco pilot	000	Acknowledge, secure the train, protect in rear and proceed.
6.	0000----00	1. Received authority to pass Stop signal at ON or 2. Passing IBS signal at ON, with SM's PN.	0000----00	Acknowledge and ensure conditions to start before starting.
7.	000----000----0	Calling on signal given starting the train.	000----000----0	Acknowledge and ensure conditions to start before starting.
8.	0000	Protect train in Rear	0000	1. Acknowledge; 2. Place Skids/Wedges and protect the train; 3. Repeat the bell code;
9.	00----0----0	Apply brakes and place Skids/Wedges	00----0----0	1. Acknowledge; 2. Apply brakes; 3. Place Skids/Wedges; 4. Repeat the bell code;
10.	00----0----00	Remove Skids/Wedges	00----0----00	1. Acknowledge. 2. Remove Skids/Wedges; 3. Repeat the bell code.
11.	00000	1. Initiating Joint Brake Test; 2. Joint Brake Test is completed;	00000	Acknowledge.
12.	000000	Need assistance of Guard in applying brakes.	000000	Apply brakes and acknowledge.

Note: 1. '0' denotes for bell signal and '----' denotes for pause.

2. When there is any doubt on the bell signal codes received, LP/Motorman and Guard may establish personal communication.

(2) The following Bell Signal codes shall be given by the Guard and to be acknowledged by the Loco Pilot/Motorman working EMU/DMU trains.

S. No.	Bell Signal Code by Guard	Indication	Acknowledgement by LP/Motorman	Indication
1.	0	Stop the train	0	Stop and acknowledge.
2.	00	Start the train	00	1. At signalled (Block) stations, ensure off aspect or Authority, acknowledge and start; 2. In case of Non-block of Class 'D' Stations ensure the conditions to start and start.
3.	00----00	Pushback Train	00----00	Acknowledge and push back train.
4.	000----000	Motorman/Loco Pilot not to exceed prescribed speed.	000----000	Acknowledge and reduce speed.
5.	0----0	Zone of speed restriction is over. Resume prescribed speed.	0----0	Acknowledge and Resume normal speed.
6.	0000	Leaving the cab.	0000	Acknowledge and wait for return of the Guard.

Note: 1. '0' denotes for bell signal and '----' denotes for pause.

2. When there is any doubt on the bell signal codes received, LP/Motorman and Guard may establish personal communication.

4.52. Throwing out water, fire or cinders.—

A Loco Pilot or Assistant Loco Pilot shall not throw out water, fire or cinders, when passing through a station yard or tunnel, or when on a bridge.

4.53. Hose or water crane.—

After taking water from a tank or water column, the Loco Pilot shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.

4.54. Passengers.—

Every Guard shall give his best assistance to passengers entraining and detraining.