

EMERGENCY ONE TRAIN ONLY
'X' STATION - 'Y' STATION

S.R.13.03.5.1. The Station Master alone is authorized, in the exceptional circumstances referred to above, to break the seal and use the Emergency Metal Token for permitting the working of trains on the section.

S.R.13.03.5.2 Whenever the Station Master brings into use the Emergency Metal Token, before breaking the seal of the box, he shall record the fact in the station diary, detailing the circumstances under which the use of Emergency Metal Token was necessary and the time at which the Emergency Metal Token was brought into use. He shall also advise the Traffic Inspector of the section and the Sr.DOM/DOM of the division by a special letter.

S.R.13.03.5.3 Sr.DOM/DOM shall immediately arrange to supply a duplicate Metal Token, (with the following inscription) through the Traffic Inspector of the section:

DUPLICATE ONE TRAIN ONLY
'X' STATION - 'Y' STATION

S.R.13.03.5.4 The Traffic Inspector shall on receipt of the Duplicate Metal Token, proceed to the station and bring the Duplicate Metal Token into use. (Emergency Metal Token will be locked in the box and sealed). He shall advise the Sr.DOM/DOM of the division. The Station Master shall record the fact in the station diary.

S.R.13.03.5.5. If the original Metal Token, which was lost, is subsequently found, it shall not be handed over as 'Authority to proceed' to any Loco Pilot. The Station Master shall immediately return it to the Sr.DOM/DOM of the division, advising the Traffic Inspector of the section.

S.R.13.03.6. The Sr.DOM/DOM shall arrange through the Traffic Inspector of the section to supply a metal token and withdraw duplicate metal token.

13.04. Procedure in case of accident or disablement on the One Train Only System.—

- (1) (a) If the train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03 in the direction from which assistance, if necessary, is being obtained.
- (b) The Guard of the train shall convey advice of the circumstances under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Loco Pilot in writing to keep the train stationary until his return, and obtain his written acknowledgement.
- (2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.

- (b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated, or the Loco Pilot of the engine so sent shall be given a written authority, containing such instructions as to where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.
- (3) The Guard of the disabled train shall be responsible for the safe and proper working of the line until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.
- (4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary, the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided that the engine is not left unmanned in terms of Rule 4.20.

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