

S.R. 4.12.2.4.1 The absence of PHS may be due to an obstruction and the Loco Pilot shall stop the train at once.

S.R. 4.12.2.4.2. The Guard shall also continuously whistle to warn the Gangmen, Patrolmen/ Security Patrolmen, OHE staff, Telecom staff and any other staff on the way to make them aware about the pushing back of train and to stand clear of the track.

S.R. 4.12.2.4.3. The Loco Pilot shall continuously whistle and keep a sharp lookout, especially in the direction, in which the train is running and be prepared to stop the train short of any obstruction.

S.R. 4.12.3. While pushing back the goods train running without Guard, such of the duties of the Guard as can be performed shall devolve on the Assistant Loco Pilot.

S.R. 4.12.4. While pushing back the goods train without brake van, the Guard shall walk by the side of the track in rear of the last vehicle of the train exhibiting PHS continuously to the Loco Pilot. The Loco Pilot shall observe walking speed on this occasion.

S.R. 4.12.5. When a train is being pushed back, it can received by taking 'off' reception signals on single line. On double line, the train can be received by issuing pilot - in memo after setting, clamping and padlocking of relevant points.

4.13. Limits of speed with engine tender foremost.—

- (1) (a) A passenger train or a mixed train shall not be drawn outside station limits by a steam engine running tender foremost, except-
 - (i) under a written order issued by the authorised officer; or
 - (ii) in a case of unavoidable necessity, to be established by the Loco Pilot.
- (b) When any such train is so drawn, the speed shall not exceed 25 kilometres an hour, or such higher speed, not exceeding 40 kilometres an hour, as may be authorised by approved special instructions.
- (2) In cases of unavoidable necessity, goods trains may run with steam engines tender foremost at a speed not exceeding 25 kilometres an hour or such higher speed, which shall, in no circumstances, exceed 40 kilometres an hour, as may be laid down by special instructions.
- (3) When trains have to be worked with steam engines tender foremost as a regular measure under sub-clause (i) of clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

C. EQUIPMENT OF TRAINS AND TRAIN CREW

4.14. Head light, marker lights and speedometer.—

- (1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric headlight of an approved design and in addition, two oil or electric white marker lights.
- (2) An engine employed exclusively on shunting at stations and yards shall, at night or during thick, foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the