

S.R.4.10.3. The speed over non-interlocked points can be raised to 30 kilometres per hour subject to the compliance of the following conditions:

1. Clamping and padlocking of the points by using suitable clamps;
2. Integrity of point shall be checked by Operating Staff as per extant practice adopted during NI; (*Item no. 1 of AS-4 dt. 18.10.2022*).
3. Physical verification of track shall be done by Station Master physically;
4. Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at maximum speed of 30 KMPH with suitable infrastructural support as deemed necessary by the Zonal Railway. (*Item no. 2 of AS-4 dt. 18.10.2022*).

Note: (a) No separate temporary panel is needed and only free home signal shall be given.

(b) Necessary safety directions and suitable infrastructural support recommended vide SR 4.10.3.4 have been incorporated in Appendix-III, which contains instructions for Non-interlocked working. (*Item no. 3 of AS-4 dt. 18.10.2022*).

#### **4.11. Limits of speed while running through stations.—**

- (1) **No train shall run through an interlocked station at a speed exceeding 50 Kilometers an hour, or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.**
- (2) **In every case in which trains are permitted to run through on a non-isolated line, all shunting shall be stopped and no vehicle unattached to an engine or not properly secured in accordance with Rule 5.23 may be kept standing on a connected line which is not isolated from the through line.**

#### **4.12. Engine pushing.—**

- (1) **No engine or self-propelled vehicle shall push any train outside station limits, except in accordance with special instructions and at a speed not exceeding 25 kilometres an hour:**

**Provided that this sub-rule shall not apply to a train the leading vehicle of which is equipped with driving apparatus and which may be operated under approved special instructions:**

**Provided further that this sub-rule shall not apply to an engine, assisting in rear of a train, which may be permitted under approved special instructions to run without being coupled to the train:**

**Provided also that no train which is not equipped with continuous vacuum/air brake shall be pushed outside station limits except in case of emergency:**

**Provided further that a ‘Patrol’ or ‘Search-light’ special with one or more vehicles in front of the engine may be permitted to run at a maximum speed of 40 kilometers an hour.**

- (2) **For movement of trains outside station limits with engine pushing during night or in thick, foggy or tempestuous weather impairing visibility or where otherwise prescribed by special instructions, the leading vehicle of such trains shall be equipped with the prescribed head light and marker lights except in case of emergency.**

**(3) When trains are worked as described in sub-rules (1) and (2), the engine pushing the load when it is the rearmost or the rearmost vehicle if any, shall carry a tail board or a tail lamp.**

S.R. 4.12.1.1 No engine may push a passenger carrying train outside station limits except under the following circumstances:

- (i) When a train meets with an accident or in emergency, working of relief trains, transshipping of passengers etc.
- (ii) If it is not possible for the train to proceed further due to floods, breaches, landslides etc.
- (iii) To pick up an injured passenger or a person knocked down by the train, if considered necessary.

S.R. 4.12.1.2 No engine shall push a train other than passenger carrying train outside station limits except under the following circumstances:

- (i) In connection with the working of 'Material Train' in accordance with the G.R. 4.62 and Subsidiary Rules there under.
- (ii) Inability of engine to haul the load.
- (iii) Line obstructed and trains required working to and from the point of obstruction.
- (iv) When a train meets with an accident or in emergency working of relief trains,
- (v) If it is not possible for the train to proceed further due to floods, breaches, landslides etc.

S.R. 4.12.2. Once a train enters a block section, normally it should not be pushed back. However, in the circumstances mentioned above, the Guard in consultation with the Loco Pilot can decide to push back the train after the following precautions are taken:

S.R. 4.12.2.1. The Guard/Loco Pilot shall contact Station Master/SCOR/TPC telephonically and obtain permission to push back. Such permission shall be given only by Station Master of station in rear, supported by a Private Number. This is not applicable for SR 4.12.1.1 (iii).

S.R. 4.12.2.2.1. If Guard/Loco Pilot could not contact Station Masters/SCOR/TPC telephonically, the Guard/Assistant Loco Pilot shall walk to the nearest station. Station Master of the station shall then issue a Caution Order permitting pushing back. Station Master of station in advance shall issue Caution Order only after obtaining permission, supported by a Private Number, from Station Master of station in rear. This permission shall be given only after ensuring the level crossing gates, if any, are closed against the road traffic. This is not applicable for Rule No.4.12.1.1 (iii).

S.R. 4.12.2.2.2 The Guard shall ascertain that the level crossing gates are locked and the hand signals are displayed by the Gateman before proceeding further. The Guard shall be responsible for taking all precautions to warn passengers that the train is being pushed back to the station to prevent accidents to the passengers in the carriages.

S.R. 4.12.2.3 The Guard of the pushing train shall travel in the leading vehicle if it is fitted with a vacuum/air brake valve or hand brake. If the leading vehicle is not so fitted, the Guard shall travel in the nearest vehicle thereto which is so fitted. The speed of the train when the Guard is travelling in the leading vehicle shall not exceed 25 KMPH and, in any other vehicle, 8 KMPH.

S.R. 4.12.2.4 The Guard of a pushing train shall keep a sharp lookout while passing through tunnels, bridges, and cuttings and continuously exhibit PHS to the Loco Pilot.

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