

14.09. Loco Pilot to examine authority to proceed.—

- (1) The Loco Pilot shall ensure that the authority to proceed given to him is the proper authority under the system of working and refers to the block section he is about to enter, and if the said authority is in writing that it is complete and duly signed in full and in ink.
- (2) If the conditions mentioned in sub-rule (1) are not complied with, the Loco Pilot shall not take his train past or start from the station until the mistake or the omission is rectified.

14.10. Conditions for closing the block section.—

- (1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.
- (2) Before such signal is given, the Station Master shall satisfy himself as per the prescribed special instructions —
 - (a) that the train has arrived complete or the cause of blocking the section has been removed, and
 - (b) that the conditions under which Line Clear can be given, are complied with.
- (3) The provision of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing at its Starter clear of the line on which the second train is to run.
- (4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

S.R.14.10.1. – Except where the block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section, excluding non-running lines of the receiving station, is provided and functioning; and there is a clear indication of clearance of block section as well as complete arrival of the train, for all run through trains and for other trains which usually come to a stop at a place from which the tail-lamp/tail board can conveniently be observed, the responsibility for ensuring that the train is complete devolves on the Station Master.

S.R.14.10.2. – At all other stations or yards where BPACs are not provided / not functioning, the Guard of the train after ensuring that his train has arrived complete and standing within the fouling mark, shall call the SM on duty of that station on Walkie-talkie. After clearly mentioning the identity of the Guard and Station Master along with station name / train No, line No. to each other, the Guard shall give Private Number to SM on duty, in support of having ensured complete arrival of train within the fouling mark. The SM will receive the PN and in turn issue a PN to the Guard that the relevant block section will be cleared. The Station Master on duty shall record the PN given by the Guard and name of the Guard in the remarks column of the Train Signal Register against the entry of the train. The Guard shall record the PN received from SM on duty in his rough journal. The SM shall not give 'Train out of Block Section' signal to the Station Master in rear until he receives the Private Number from the Guard.

S.R.14.10.3. – During the failure of Walkie-talkie / VHF sets when the SM is not in a position to communicate with the Guard of the incoming train, he shall send the ‘Train Intact Arrival Register’ (T.1410) to the Guard through Pointsman, duly entering the date and train No, line No. and his PN. The Guard after ensuring that the train has arrived complete within the fouling mark shall record the PN, arrival time with his full signature in the relevant columns of the ‘Train Intact Arrival Register’ and arrange to return the register to the Station Master on duty. The Guard shall record the PN of the SM in his rough journal. The Station Master on duty shall record the PN received from the Guard in the remarks column of ‘Train Signal Register’ against the entry of the train and shall not give ‘Train out of Block Section’ signal to the Station Master in rear until he receives the register (T.1410) back with Guard’s PN and signature.

S.R.14.10.4. – At stations or yards where end cabins are provided, the Cabin Station Master or the Cabin ASM / Cabinman / Leverman of the cabin nearest to which the last vehicle stands, shall ensure complete arrival of train within the fouling mark, by seeing the Tail lamp / Tail board; and give a PN to the SM on duty to that effect.

S.R.14.10.5. – When a stopping goods train is running without brake van or without Guard, the Station Master shall depute a Pointsman in advance towards the fouling mark in rear. The Pointsman shall ensure the complete arrival of train within the fouling mark and inform SM on duty on Walkie-talkie or record the same in ‘Train Intact Register’ as the case may be, with a PN to that effect.

S.R.14.10.6. – Exchange of private numbers between the Guard and the Station Master is not required in the following circumstances.

- (a) Where BPACs are provided and functioning.
- (b) Where end Cabins are provided.
- (c) In case of run through trains, where SM from platform side/Pointsman from off side of the station can see the LV board during day/Tail lamp during night.

S.R.14.10.7. – The instructions detailing the procedure of exchanging Private Numbers as above to ensure complete arrival of train, where BPACs or continuous track circuiting are not provided / not functioning; and also the instructions as per G.R.14.10(4)and G.R.4.17(3) where BPACs/continuous track circuiting are provided, shall be incorporated in the respective Station Working Rules.

14.11. Responsibility of Station Master as to authority to proceed.—

- (1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.**
- (2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.**
- (3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.**
- (4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.**
- (5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.**