

**Note:—The official in charge of the Trolley, Lorry or Motor Trolley shall also be in possession of a watch in addition to the prescribed equipment.**

S.R. 15.20.1.1 Each Push Trolley, Cycle Trolley, Moped Trolley or Lorry shall be provided with five red flags instead of two red flags mentioned in Rule 15.20(b).

S.R. 15.20.1.2. The number of detonators to be supplied for each push Trolley, Cycle Trolley, Moped Trolley, Lorry or Motor Trolley shall be ten.

S.R.15.20.1.3. Each Motor Trolley, Cycle Trolley and Moped Trolley, shall also be provided with a five cell electric torch in good order for use during night or when visibility is poor.

S.R.15.20.2.1. On the single line and when single line working is in force on the double line by day for all Trollies and Lorries a red flag shall be shown so as to be conspicuously visible in both directions and at night a red light shall be shown in both the directions. On the double line, by day, a red flag shall be shown conspicuously in the direction from which trains approach and at night, a red light shall be shown in the direction from which trains approach and a white light in the other direction. Inside station limits, by day, a red flag shall be shown so as to be conspicuously visible in both directions and at night a red light shall be shown in both directions.

Note;— The night signals shall be shown during day at times of poor visibility.

S.R.15.20.2.2. On sections where there are tunnels the night signals prescribed for single line or double line, as the case may be, shall be displayed during the day, in addition to the red flag. Further Trollies or Lorries not provided with head lights, shall carry a petromax lamp or its equivalent and five cell electric torch to illuminate the track ahead.

S.R.15.20.3.1. A Motor Trolley shall show during day on the single line and when single line working is in force on double line section, a red flag so as to be conspicuously visible in both directions and on double line a red flag conspicuously to be shown in the direction from which trains will approach. It shall carry a side lamp (for use by night) so as to show a red light in both front and rear on single line, and when single line working is in force on the double line and a red light in the direction in which trains will approach and a white light in the other direction.

Note;— The night signals shall also be shown during day in long and dark tunnels and at times of poor visibility in addition to the red flag.

S.R.15.20.3.2. Inside station limits a Motor Trolley shall show during day a red flag conspicuously in both directions and at night red light both in front and rear.

S.R.15.20.3.3. As soon as a Motor Trolley is removed from the line and placed clear off the track, the red flags or lights should be removed.

## **15.21. Efficient brakes.—**

**No Lorry or Trolley shall be placed on the line unless it is fitted with efficient brakes.**

S.R.15.21. Before a Trolley or Lorry is placed on line, the official in-charge shall examine and test the brakes and satisfy himself that they are in good working order.

## **15.22. Qualified person to be in charge of Lorry or Trolley when on the line.—**

- (1) **No Lorry or Trolley shall be placed on the line except by a qualified person appointed in this behalf by special instructions.**
- (2) **Such qualified person shall accompany the Lorry or Trolley, and shall be responsible for its proper protection and for its being used in accordance with special instructions.**

S.R. 15.22.1.1 Staff permitted to use push Trolleys and Lorries:-

Subject to their being certified competent by the authorized officer, all Officers and Inspectors of the Engineering, Traction Distribution and S & T departments and such other Officers and staff of the Operating and Commercial departments as may be required. Section Mates and Head Trolley man of the Engineering department and Signal and Block maintainers of the S&T department, as may be authorized, may be permitted to use Push Trolleys and Lorries.

S.R. 15.22.1.2. Cycle Trolleys and Moped Trolleys:- All Officers and Inspectors of the Engineering, Traction Distribution and S&T departments, such staff of the Engineering, Traction Distribution and S&T departments as are specifically authorised by the DRM and such staff of the Operating department as are authorised by the CSO.

S.R. 15.22.1.3. In respect of Officers on the division, the DRM is the authorised officer to issue the certificate of competency. The DEN, the DEE/Tr.D, the DSTE and the DOM are the authorised officers in respect of staff working under them.

S.R. 15.22.1.4. Before a competency certificate is issued to any one, in the first instance, a written test shall be held in rules pertaining to the working of Trolleys and Lorries and only those who qualify in the test shall be issued with the Competency Certificate by the authorised officer. The Competency Certificate issued will be valid for one year.

S.R. 15.22.1.5. The staff who are given the Competency Certificate for working Lorries/Trolleys should be literate and have minimum knowledge of Hindi or other languages. No staff who is an illiterate shall be issued with the competency certificate.

S.R. 15.22.1.6. Before the end of December of each year, every Trolley or Lorry holder shall submit a certificate of declaration to the authorised officer in the following form:-

I, (name) .....working in the capacity of (designation). ....
at (station)..... hereby declare that I am fully conversant with the sections on which I have to use my Trolley/Lorry and with the rules in respect of working Trolleys/Lorries and as well as the latest changes made in them and undertake to conform meticulously to these rules. In the event of any failure to comply with these rules I shall alone be held responsible.

Signature.....

Date.....

S.R. 15.22.1.7. This declaration shall be carefully examined in the divisional headquarters office and if a certificate holder fails to submit it, in time, he will be treated as having forfeited his right to use the certificate until such time the declaration is submitted by him and will also render him liable for disciplinary action.

S.R. 15.22.2. Official in-charge:-

When a Trolley is accompanied by more than one railway official qualified to be in-charge of a Trolley, the railway official, who is actually manning the brakes, shall act as the official in-charge of a Trolley. Senior officials who are being conveyed by the Trolley are however expected to take intelligent interest in the working of the Trolley and shall call attention to any breach of rules which come to their notice and to the need for adequate protection.

S.R. 15.22.3. Conveyance of non-railway officials:-

S.R. 15.22.3.1. Trolleys – Normally persons who are not railway servants shall not be conveyed on Trolleys. A railway official qualified to be in-charge of a Trolley may, however, convey on his Trolley, if it will not interfere with his duties and responsibilities. Magistrates and Police Officials (not below the rank of Sub-Inspector) proceeding to the site of a serious accident in the performance of their official duties and other Government officials in general

(Civil, P&T, Military, Medical etc.) when their journey concerns with the working of the railway or a person requiring medical aid. Railway contractors and their agents proceeding in connection with their work may also be conveyed by Trolleys. In such cases the prior permission of the DEN, or the DEE/Tr.D, or the DOM or the DSTE shall be obtained by phone. However, in emergency, such permission may be obtained from the AEN, ASTE who shall, at once, advise the DEN regarding the grant of such permission. Prior to being conveyed, the person(s) concerned shall execute an indemnity bond in the prescribed form.

*Note:— In cases of emergency or when such a journey does not interfere with his duties and responsibilities, the railway official in-charge of a Trolley may convey railway employees on his Trolley when employees are travelling on duty.*

S.R. 15.22.3.2. Lorries:- No person unconnected with the working of Lorry shall be conveyed on a Lorry.

### **15.23. Attachment to train prohibited.—**

#### **No Lorry or Trolley shall be attached to a train.**

S.R.15.23 Conveyance of Trolleys and Lorries by trains—

S.R.15.23.1. Trolleys and Lorries shall not be carried by Mail and Express trains except in an emergency.

S.R.15.23.2. Trolleys may be carried in the brake-van of goods and mixed trains and also by passenger trains, if there is room and provided the loading and unloading can be done without delaying the passenger train and they are not likely to cause damage to the packages in the van.

S.R.15.23.3. Lorries will, ordinarily, be carried in the brake-vans of goods and mixed trains and on sections where goods and mixed train services are insufficient, they can be carried by passenger trains, provided the conditions prescribed for the carriage of Trolleys by passenger trains are fulfilled.

### **15.24. Time of running.—**

**A Lorry shall ordinarily be run only by day and when the weather is sufficiently clear for a signal to be distinctly seen from an adequate distance, which shall never be less than 800 metres.**

S.R. 15.24.1.Working of Trolleys/Lorries:-

S.R. 15.24.1.1. Ordinary Trolleys and Lorries shall be worked only during day light hours. However, during day, when there is rain, thick, foggy or tempestuous weather impairing visibility and always at night, Trolleys and Lorries shall be worked under the rules for working of trains.

S.R. 15.24.1.2. Whenever a Trolley/Lorry is to be worked under block protection on a double line section or on a single line section where tokenless block instruments are provided, the Station Masters on either side of the block section shall adhere to the procedure given in S.R.15.25.7.2. ‘Trolley/Lorry on line’ cap shall be placed at both stations on the plunger of the block instruments to serve as a visual reminder that the section is occupied.

S.R. 15.24.1.3. When Trolley/Lorry is to be worked under block protection, if the visibility is impaired, due to rain, thick, foggy or tempestuous weather or any other cause, the Trolley/Lorry shall be removed from the line and not replaced until the visibility is adequate.

S.R. 15.24.2. Placing of Trolleys/Lorries in Track Circuited yards:-

S.R. 15.24.2.1. A Trolley/Lorry which is not insulated shall not enter or be placed on the line within station limits at stations where track circuits are provided.