

S.R.4.16.3. The built in red light of SLR/Inspection carriage should be switched off when another vehicle is attached in rear of such SLR/Inspection carriage. It will be the duty of the Guard to ensure that tail lamp/tail board is affixed only in the rear of the last vehicle.

S.R.4.16.4. A light engine moving in a block section shall have marker lights on, showing red indication in the rear, during day or night. If two or more engines are moving coupled together, the rear most engine should have marker lights on, showing red indication in the rear, during day or night.

S.R.4.16.5.1. In case of EMU/MEMU/MMTS/DHMU/DMU trains, a red 'X' mark on white background on metal flap is provided on either end of formation. The last vehicle of the train is indicated during day by the exhibition of this red 'X' mark. To exhibit this red 'X' mark, the metal flap has to be kept in open position when the vehicle is worked as last vehicle and it should be kept in closed position when the vehicle is not worked as last vehicle.

S.R.4.16.5.2. In the same way, the flashing red light of the built-in tail lamp is the last vehicle indication during night. Guard shall switch it 'on' when the train starts and switch it 'off' when the train terminates.

S.R.4.16.5.3. In case of obstruction on track, Guard must exhibit a red flashing hand signal lamp at night or a red flag during day.

#### **4.17 Responsibility of Station Master regarding tail board or tail lamp of passing trains.—**

- (1) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule. 4.16.**
- (2) If a train passes the station without such indication to show that it is complete, the Station Master shall-**
  - (a) immediately advise the station in advance to stop the train to see that the defect is remedied and to advise whether or not the train is complete,**
  - (b) meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear and**
  - (c) unless the station in advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.**
- (3) 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, if a train passes a station without conforming to the provisions of sub-clause (1) above, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule (2) in such cases.**

S.R.4.17.1. For detailed procedure see Block Working Manual.

S.R.4.17.2. On single line/double line/twin single line/multiple line sections when a Station Master observes that a train has passed without tail lamp/tail board, should send train passed without tail board/tail lamp (bell code) signal to station in advance and 'train divided signal' to station in rear and shall not close the block section. He shall also take the following precautions to avoid any possible collision in mid-section.

- 1 Stop all trains from entering the said block section on adjacent line/lines by putting back all dispatch signals to 'on' and/or by showing Stop hand signal and alert the crew by placing detonators.
- 2 Issue a Caution Order to the Loco Pilot and Guard advising the circumstances and to proceed cautiously and be prepared to stop short of any obstruction.
- 3 Advise the Station Master of the station in rear to issue a similar Caution Order to the train which may enter block section on adjacent line/lines from the other end.
- 4 In case if a train has already entered block section on adjacent line/lines, the Station Master shall—
  - (i) advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or
  - (ii) keep IBS, if any at 'on' and advise Loco Pilot of the circumstances when he contacts on IB phone and
  - (iii) inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone.

*Note:* However, at those stations where block proving axle counters or continuous track circuiting between block stations and complete station section, excluding non-running lines of the receiving station, is provided and is functioning and there is a clear indication of clearance of block section as well as complete arrival of train, the divided train bell codes signal i.e. 6 pause 3 need not be given to the station in rear and SM shall not withhold closing of block section in rear, and the precautions mentioned above under 2.1. to 2.4.3. need not be observed.

#### **4.18 Means of communication.—**

- (1) No passenger train or mixed train shall be despatched from any station, unless every passenger carriage is provided with means by which communication can be made with the Guard or the Loco Pilot.**
- (2) Sub-rule (1) shall not apply to -**
  - (a) passenger or mixed trains in case of complete or partial failure of vacuum; and**
  - (b) such particular trains as may be exempted under approved special instructions.**
- (3) If a Railway Administration is satisfied that mischievous use of the means of communication referred to in sub-rule (1) is prevalent, it may, notwithstanding anything contained in that sub-rule, direct the disconnection, for the time being, of the means of communication provided in all or any of the passenger carriages in any such train.**