

the head light and marker lights not burning and instruct the Loco Pilot to switch on the electric head light and marker lights. If the train is scheduled to stop at the station, the same procedure shall be followed by the Station Master before starting the train.

S.R.4.14.4. The electric head light on the engine shall also be dimmed in the following cases:

1. When it is necessary to avoid running into the dazzled cattle, and
2. To pick up the light indication of a Distant/Warner, Outer/Home or Gate signal.

S.R.4.14.5. In case of Speedometer/Recorder becoming defective during the run, instructions laid down in S.R. 4.08.2.2 to be followed.

4.15. Tail and side lights.—

- (1) At night or in thick, foggy or tempestuous weather impairing visibility, no train shall be worked outside station limits unless it has-
 - (a) in the case of an engine with vehicles attached, save in a case to which sub-rule (2) applies, at least one red tail light and two side lights showing red towards the rear and white towards the engine: provided that, provision of side lights on goods trains and electric multiple unit trains may be dispensed with.
 - (b) in the case of a single engine without vehicles attached at least one red tail light; and
 - (c) in the case of two or more engines coupled together without vehicles attached, at least one red tail light affixed to the rear engine.
- (2) A colliery pilot i.e., a train used for collecting or distributing vehicles in colliery sidings, when working in a block section or in the colliery sidings taking off from a block section, need carry a red tail light only as it enters or leaves the block station, at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot has certified that he has left no vehicle obstructing the block section in which he has been working.
- (3) When trains may run in the same direction on parallel lines, the side lights mentioned in clause (a) of sub-rule (1) may be arranged in accordance with special instructions.
- (4) When a train has been shunted for a following train to pass, the tail and side lights mentioned in clause (a) of sub-rule (1) shall be dealt with in accordance with special instructions.
- (5) Within station limits or in a siding, an engine employed in shunting shall have tail lights in accordance with special instructions.

S.R.4.15.1. At night, when a train is waiting at a station to give precedence to another train in the same direction, the Guard of the train shall, before the following train is admitted into the station, change the side light adjacent to the line on which the following train is to be admitted to show white towards the rear of the train and red towards the engine, the other side light being left in its normal position i.e., showing red towards the rear and white towards the engine. After the following train has been admitted into the station, the Guard shall immediately put back the side light to its normal position.

S.R.4.15.2. When vehicles are attached behind the rear brake-van of a train in accordance with S.R. 4.24—

1. The Guard shall ensure at night or in thick, foggy or tempestuous weather that the tail light of the brake-van is extinguished and instead the tail light, if any is lighted on the rear most vehicle.
2. If the rearmost vehicle is provided with the side lights or brackets therefore, the side lights shall be lighted on this vehicle, the side lights of the brake-van being extinguished.
3. If there is no provision for side lights on the rearmost vehicle, the side lights, if any, on the nearest vehicle thereto shall be lighted, the side lights of the brake-van being extinguished.
4. If there is no provision for side lights on any of the vehicles attached in rear of the rear brake-van, the side lights of the brake-van shall be used.

S.R.4.15.3. When an Inspection or Officer's carriage is attached in rear of a train in accordance with S.R. 4.24, the carriage so attached shall be provided with side and tail lights and the Guard shall ensure, that the side and tail lights of the brake-van are extinguished and those on the last carriage are lighted.

S.R.4.15.4. The provision of side lights on goods trains and EMUs may be dispensed with.

4.16. Tail board or tail lamp.—

- (1) In order to indicate to the staff that a train is complete, the last vehicle shall, except as provided for in sub-rule (2), be distinguished by affixing to the rear of it—
 - (a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit or
 - (b) by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying flashing red light to indicate last vehicle check device or
 - (c) such other device as may be authorised by special instructions.
- (2) A colliery pilot, i.e., a train used for collecting or distributing vehicles in colliery sidings when working in a block section or in the colliery sidings taking off from a block section, need carry a tail board or tail lamp or such other device as may be authorised by special instructions, only as it enters or leaves the block station at either end of such block section, provided that special instructions are issued to ensure that no other train is permitted to proceed into the block section until the Guard of the colliery pilot certifies that he has left no vehicle obstructing the block section in which he has been working.
- (3) In emergencies only, and under special instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp.

S.R.4.16.1. The last vehicle of a train shall be indicated by placing a tail board by day and a tail lamp by night or in thick, foggy or tempestuous weather impairing visibility.

S.R.4.16.2. When an assisting engine is attached in rear of a train, the tail board or tail lamp shall be removed from the last vehicle and fixed behind the assisting engine.