

5.10 Reception of a train on a non-signalled line.—

- (1) Should it be necessary, in an emergency, to receive a train on a line which is not signalled for reception, the Station Master shall ensure that—**
- (a) the train is brought to a stand at the first Stop signal;**
 - (b) the line on which it is intended to receive the train is clear up to the trailing points or up to the place at which the train is required to come to a stand;**
 - (c) all the points over which the train has to pass are correctly set and the facing points locked; and**
 - (d) the Loco Pilot is authorised to pass the approach Stop signal at 'on' through a written authority to be delivered by a competent railway servant who shall pilot the train on to the non-signalled line.**

- (2) The Loco Pilot, while entering a non-signalled line, shall proceed cautiously and be prepared to stop short of any obstruction.**

Note: The written authority under sub-para (d) of Para (1) is T/510.

SR 5.10.1 Reception of a train from wrong line during TSL: -

- (a) Before granting line clear for a wrong line train, SM shall comply with rules related to Temporary Single Line working under SR 6.02.1 / 9.12.3 as per the system of working in force in the station, duly ensuring clearance of reception line and setting, clamping and padlocking of all the points in its route.
- (b) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.
- (c) The wrong line train shall be brought to a stop at LSS.
- (d) The Loco pilot shall be issued a written Authority T/510 authorising to start from the opposite direction Last Stop Signal, of the corresponding line and enter the station section duly being piloted in by a competent railway servant in uniform.

SR 5.10.2. Reception of tower car / track machine / train from wrong line other than TSL:

- (a) When a tower car / track machine / train is to be received from a wrong line (in double line section) during occasions other than Temporary Single Line working like traffic blocks, it shall be brought to a stand opposite to the Last Stop Signal pertaining to the wrong line on which the tower car / track machine / train is running and thereafter be guided by the instructions of the Station master of that station.
- (b) The Station Master shall ensure compliance to GR 5.10 (1) (b) for the nominated reception line.
- (c) All the movements which are likely to infringe the path of tower car / track machine / train are brought to a stop.
- (d) Where there is a shunt signal in the direction of approach of the tower car / track machine / train, which can be signalled to the desired line, it can be taken off to comply with GR 5.10 (c).
 - 1) Loco Pilot shall be issued with a written authority T/510 authorising to start from the opposite direction Last Stop Signal of the corresponding line to enter the station section duly being piloted in by a competent railway servant in uniform and draw his train cautiously upto the shunt signal and move further on observing "Off" aspect of the Shunt signal.
 - 2) The shunt signal which has been taken "off" for the passage of tower car / track machine / train shall not be placed to "on" until the movement is completed.
- (e) Where there is no such shunt signal or it is defective, all the points in the route, over which the

tower car / track machine / train has to pass shall be correctly set, clamped and padlocked. The Loco pilot shall be issued a written Authority T/510 authorising to start from the opposite direction Last Stop Signal of the corresponding line, and to enter the station section duly being piloted-in by a railway servant in uniform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.

(f) If the tower car / track machine / train is being received on to a line which is also obstructed, (3), (4) and (5) of GR 5.09 shall also be complied

5.10.3. Whenever a train is being received on a non-signalled line or from a wrong line (in double line section), if there exists any LC Gate in the route, the Station Master shall ensure closure of the Gate by exchange of PN with the Gateman before issuing the written authority to the Loco Pilot.

5.11 Departure of a train from a non-signalled line.—

(1) In the event of a train having to be started from a line not provided with a Starter signal, the Loco Pilot shall be given a written permission to start:

Provided that such permission may be dispensed with where a tangible authority to proceed is given to the Loco Pilot.

(2) The written permission or the tangible authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

5.12 Departure of a train from a line provided with a common departure signal.—

(1) In the event of a train having to be started from a line out of a group of lines provided with a common departure signal, the Loco Pilot shall be given a written permission to start in addition to the authority to proceed under the system of working.

(2) The written permission and the authority to proceed referred to in sub-rule (1) shall not be given unless all the points for the departure of the train have been set and the facing points locked.

S.R. 5.12. The written permission referred to in Rule 5.12 (1) shall be T/512.

5.13 Control of shunting.—

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

(2) The Loco Pilot shall not, however, depend entirely on signals and shall always be vigilant and cautious.