

SR 15.06.9. Shunting:

No shunt movement is permitted towards the block section, in which the material train / track machine / tower wagon are working under block.

SR 15.06.10. Reception:

On completion of the block, the units shall clear at their designated ends. All the units should start back at one time, duly maintaining the distance of 150 metres among the units.

1. Right Line: The first unit can be received on reception signals. The following units will be admitted on Calling-on signal or all the points over which the unit/s move shall be correctly set, clamped and padlocked and the units one after the other shall be received on a written authority (T/509) with proceed hand signals separately for each unit on the same line duly observing the precautions for reception on an obstructed line.
2. Wrong Line: They shall be brought to a stop at LSS of the wrong line and then give a continuous long whistle. The units one after the other shall be received on 'Pilot-in' memo separately for each unit on the same line after all the points over which the unit/s move shall be correctly set, clamped and padlocked.

SR 15.06.11. Resumption of normal working:

1. On completion of the work and after ensuring that the block section is free from Material Train/Track Machine/Tower Wagon, the respective officials-in-charge of various units who have carried out the works during block will hand over to the Station Master a 'Safety Certificate' in writing for resumption of normal traffic and specify therein whether any speed restriction is to be observed. On receipt of this certificate, the Station Master will advise the SCOR, the Station Master at the other end and all concerned.
2. Before cancelling the block and resuming normal working, Station Masters at both ends must scrutinise the TSR entries to satisfy themselves that the section is clear of all units such as Material Train/Track Machine/Tower Wagon. They shall exchange the messages to that extent supported with Private Numbers. Then the Line Blocked collars from the block instruments shall be removed and normal working can be resumed.

15.07. Work in thick, foggy or tempestuous weather impairing visibility.—

In thick, foggy or tempestuous weather impairing visibility, no rail shall be displaced and no other work which is likely to cause obstruction to the passage of trains shall be performed, except in case of emergency.

15.08. (1) Precautions before commencing operations which would obstruct the line.—

No person employed on the way or works shall change or turn a rail, disconnect points or signals, or commence any other operation which would obstruct the line until Stop signals have been exhibited and where prescribed detonators used; and if within station limits, he has also obtained the written permission of the Station Master and all necessary signals have been placed at 'on':

Provided that the exhibition of Stop signal may be dispensed with, if such operations are performed or carried out after the necessary signals, other than Automatic Stop signals, have, in addition to being placed in the 'on' position, been disconnected, so that such signals

cannot be taken ‘off’ again until it is safe to do so and the corresponding adequate distance beyond such signals is kept clear:

Provided further that when the area of work is controlled by Automatic signals, the railway servant in charge of the work shall post a competent railway servant at an adequate distance in rear of the site of the work to stop and warn any train approaching the affected area.

- (2) No work involving removal of any rail from the track shall be undertaken without traffic block, except as provided in sub- rule (3) below.
- (3) In emergent cases, the Engineering official not below the rank of PWI – Grade III, undertaking such operations shall first bring the train to a stop and advise the Loco Pilot of the train about the need to stop the train through a written memo. The Engineering official shall simultaneously arrange to send a message to the Station Master for the need to block the track and obtain written confirmation of the same. In such emergent cases work may be commenced only after bringing the train to a stop and the Loco Pilot has been advised.

15.09. Showing of signals.—

- (1) Whenever due to lines being under repair or due to any other obstruction it is necessary to indicate to the Loco Pilot that he has to stop or proceed at a restricted speed, the following signals shall be shown and, where prescribed, detonators used, if on a double line in the direction from which trains approach, and if on a single line in each direction —

- (a) *When the train is required to stop and the restriction is likely to last only for a day or less —*

A banner flag shall be exhibited at a distance of 600 metres on the Broad Gauge and 400 metres on the Metre Gauge and the Narrow Gauge and three detonators shall be placed, 10 metres apart, at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of obstruction. In addition, Stop hand signal shall be shown at a distance of 30 metres from the place of obstruction, at the banner flag and at a distance of 45 metres from the three detonators. The railway servant at the place of obstruction shall give Proceed hand signal to indicate to the Loco Pilot when he may resume normal speed after the train has been hand-signalled past the place of obstruction.

- (b) *When the train is required to stop and the restriction is likely to last for more than a day —*

A stop indicator shall be exhibited at a distance of 30 metres from the place of obstruction and a caution indicator at 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge from the place of the obstruction. In addition, termination indicators shall be provided at the place where a Loco Pilot may resume normal speed.