

- (2) Advise Guard on Walkie-talkie to place wooden wedges under the wheels according to the direction of falling gradient to avoid rolling down and get confirmation from the Guard.
- (3) Extract brake isolation valve (BIV) key, reverser (MPJ) key and BL key.
- (4) The Guard should not leave cab and he should be allowed to apply brakes if required. When Loco Pilot/Motorman returns to cab after speaking to the Station Master of rear station through IBS signal post telephone, he shall insert BL key, BIV key and MPJ key and inform Guard on walkie-talkie to remove wooden wedges and after getting confirmation about removal of wooden wedges, will release auto brakes.

3.76. Intimation to officials when defects remedied.—

As soon as a defective signal has been put into good working order, the Station Master shall intimate the fact to the officials who were advised of its being defective.

3.77. Defective or damaged points etc.—

- (1) Whenever points, crossings or guard rails are defective or damaged, the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.
- (2) The Station Master, on becoming aware of such defective or damaged points etc., shall -
 - (a) immediately arrange to have the defect rectified by the railway servant responsible for their maintenance,
 - (b) arrange to ensure the safe passage of trains, and
 - (c) keep the signal or signals concerned at 'on' until the defect is rectified.

S.R.3.77.1. The railway servant noticing any damage to points shall immediately attract the attention of the Station Master by waving a Stop hand signal and also show Stop hand signal towards any approaching train. He shall not leave the points unless necessary precautions have been taken by the Station Master for any movement over such points.

S.R.3.77.2. Whenever a train trails through wrongly set points, the Loco Pilot shall, immediately bring his train to a stand, consult the Guard and the Station Master and then proceed onward only if he is satisfied that the train can pass safely over the points without any accident. Under no circumstances should a train be backed over the trailed through points.

3.78. Duties of engine crew in respect of signals.—

- (1)(a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;
- (b) The Loco Pilot, shall not, however, trust entirely to signal, but always be vigilant and cautious.

- (2)(a) The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line;**
- (b) In thick, foggy or tempestuous weather impairing visibility and his engine explodes two detonators within a distance of 10 metres apart, the Loco Pilot will control his train immediately and will follow the aspect of the fixed signal ahead within a distance of 270 metres.**
- (c) When Loco Pilot explodes three detonators within a distance of 40 metres, he should control his train and move cautiously to stop short of any obstruction and be guided by the signal that he may receive and / or if no hand signal or other hand signals are at once visible to him he will follow the procedure as given in Para (d) & (e)**
- (d) After proceeding 1.5 kilometres from the place where his engine exploded detonator(s), if his engine does not explode any more detonator(s), he may then resume authorized speed; and**
- (e) Report the incident to the next station or cabin.**
- (3) If in consequence of fog, storm or any other reason, the view of the signal is obstructed, the Loco Pilot shall take every possible precaution, so as to have the train well under control.**
- (4) When the Loco Pilot notices a signal warning of an obstruction, except Detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.**
- (5) In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and/or cause of the warning, he shall proceed cautiously up to the next block station, keeping a sharp look out.**
- (6) The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of a qualified railway servant who is conversant with it to assist him.**

SR.3.78.1. Signal Warning Board in rear of FSS of station and gate Stop signal is provided at a minimum distance of 1400 metres, normally on the left side of the line to which it refers. However, the board is not required to be provided in rear of the Stop signal where second Distant signal is provided. The object of providing this Warning Board is to give the Loco Pilot adequate pre-warning that he is approaching a Stop signal. The Warning board shall have a circle painted in yellow in between two horizontal yellow bands against black background as per the diagram given in the following page:



Signal Warning Board

The Loco Pilot shall clearly understand that if no signal indication is available from the Warning Board he should control the speed of the train as if the Stop signal ahead is at 'On' so that he can stop short of the Stop signal, should it be at 'On' position. On getting the indication of the Stop signal either by itself or through the Distant or Warner signal, he shall act in accordance with the indication of the signals.

SR 3.78.2. Road learning for Running Staff:

- (a) Every Loco Pilot/Assistant Loco-pilot/Guard should be given three trips (Up and Down directions separately) for learning road, out of which one must be by night. (Item no. 1 of AS 05 dated 13.12.2022).
- (b) On Ghat sections and Automatic territories minimum 6 (six) trips of road learning shall be provided in both directions including two night trips. (Item no. 2 of AS 05 dated 13.12.2022).
- (c) Where small Automatic signalling or ghat sections exists in a portion of a section "Road Learning rules for Ghat section and Automatic Block system will apply for the portion of section/stations falling in respective Ghat Section/Automatic Block System".
- (d) If more than one line is available in a section, at least one trip road learning in each line shall be provided.
- (e) No separate road learning is required for Loco Pilots/Assistant Loco Pilots/Guards who are already having road learning in the same section, in case of the existing section is being added with 2nd/3rd/4th line or existing signalling system is being upgraded to Automatic one. However, running staff may move in such sections with a restricted speed of 40 kmph during day and when view ahead is clear and 15 kmph during night and when view ahead is not clear, for the first trip only, to acquaint themselves with new signalling positions, sectional gradients and new infrastructure in the section". (Item no. 3 of AS 05 dated 13.12.2022).

Divisions shall ensure display of the location of new signals and sectional gradients in the crew booking offices for a period of 90 days, so that running staff will get prior information about the infrastructure in the newly added sections such as 2nd/3rd/4th line or new Automatic Block Signalling sections.

- (f) On promotion to or officiating as LP (Goods), road learning as prescribed in SRs 3.78.2. (a) to 3.78.2 (c) has to be provided to Loco-pilot to understand train dynamics.
- (g) If a Loco Pilot/Assistant Loco-pilot/Guard has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.

Duration of absence	Number of trips	Number of trips on Ghat section & Automatic territories
3 to 6 months	One trip	Three trips
6 months to 2 years	Two trips	Three Trips
Over 2 years	Three trips	Six trips

- (h) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.
- (i) The scale of trips provided as above would apply to all systems of working.
- (j) A register should be maintained at the crew booking point. A Loco-pilot/ Assistant Loco-pilot/Guard should record in the register 15 days in advance that he is lapsing road learning in a section. The base depot should also keep a record of the date of the last trip performed by a Loco-pilot/ Assistant Loco-pilot/Guard on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Loco Pilot/Assistant Loco Pilot/Guard for road learning on a section where it is required.
- (k) The record of Road learning may also be kept in Crew Management System.
- (l) The term Running Staff includes both train Guards and Engine Crew. (Item no. 5 of AS 05 dated 13.12.2022).

3.79. Duties of Loco Pilot in respect of Calling-on signal.—

The Loco Pilot of a train shall be guided always by the indication of the Stop signal below which the Calling-on signal is fixed. If this Stop signal is at 'on', he shall bring his train to a stop. If he finds that the Calling-on signal is taken 'off', he shall, after bringing his train to a stop, draw ahead with caution and be prepared to stop short of any obstruction.

3.80. Duties of Loco Pilot when an approach Stop signal is 'on' or defective.—

- (1) The Loco Pilot of a train shall not pass an Outer, a Home or a Routing signal that refers to him, when it is 'on' or defective, unless-
 - (a) he has, at a previous station, received notice in writing specifying that the signal is out of order and unless he also receives a Proceed hand signal from a railway servant in uniform at the foot of such signal; or
 - (b) after coming to a stand, he is either given a written authority by the Station Master to proceed past such signal or is authorised by a Calling-on signal in the 'off' position or is authorised by the Station Master over the signal post telephone in accordance with special instructions.
- (2) The Loco Pilot of a train while passing an Outer, a Home or a Routing signal, when it is 'on' or defective, shall ensure that the speed of his train does not exceed 15 kilometres an hour.

3.81 Duties of Loco Pilot when a departure Stop signal is 'on' or defective.—

- (1) The Loco Pilot of a train shall not pass a departure Stop signal that refers to him, when it is 'on' or defective, unless his train has been brought to a stop at the station where the defective signal is situated and he is authorised to do so —
 - (a) by a written permission from the Station Master, in addition, in the case of a Starter or Advanced Starter protecting points, he shall not pass such signals, when 'on' or defective, unless he also receives a Proceed hand signal from a duly authorised member of the station staff posted at the signal, or