

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.**