

S.R. 4.12.2.4.1 The absence of PHS may be due to an obstruction and the Loco Pilot shall stop the train at once.

S.R. 4.12.2.4.2. The Guard shall also continuously whistle to warn the Gangmen, Patrolmen/ Security Patrolmen, OHE staff, Telecom staff and any other staff on the way to make them aware about the pushing back of train and to stand clear of the track.

S.R. 4.12.2.4.3. The Loco Pilot shall continuously whistle and keep a sharp lookout, especially in the direction, in which the train is running and be prepared to stop the train short of any obstruction.

S.R. 4.12.3. While pushing back the goods train running without Guard, such of the duties of the Guard as can be performed shall devolve on the Assistant Loco Pilot.

S.R. 4.12.4. While pushing back the goods train without brake van, the Guard shall walk by the side of the track in rear of the last vehicle of the train exhibiting PHS continuously to the Loco Pilot. The Loco Pilot shall observe walking speed on this occasion.

S.R. 4.12.5. When a train is being pushed back, it can received by taking 'off' reception signals on single line. On double line, the train can be received by issuing pilot - in memo after setting, clamping and padlocking of relevant points.

#### **4.13. Limits of speed with engine tender foremost.—**

- (1) (a) A passenger train or a mixed train shall not be drawn outside station limits by a steam engine running tender foremost, except-
  - (i) under a written order issued by the authorised officer; or
  - (ii) in a case of unavoidable necessity, to be established by the Loco Pilot.
- (b) When any such train is so drawn, the speed shall not exceed 25 kilometres an hour, or such higher speed, not exceeding 40 kilometres an hour, as may be authorised by approved special instructions.
- (2) In cases of unavoidable necessity, goods trains may run with steam engines tender foremost at a speed not exceeding 25 kilometres an hour or such higher speed, which shall, in no circumstances, exceed 40 kilometres an hour, as may be laid down by special instructions.
- (3) When trains have to be worked with steam engines tender foremost as a regular measure under sub-clause (i) of clause (a) of sub-rule (1) and sub-rule (2), the head light and marker lights as prescribed in Rule 4.14 shall be provided on the tender.

### **C. EQUIPMENT OF TRAINS AND TRAIN CREW**

#### **4.14. Head light, marker lights and speedometer.—**

- (1) A train shall not be worked at night or in thick, foggy or tempestuous weather impairing visibility or in long tunnels, unless the engine carries an electric headlight of an approved design and in addition, two oil or electric white marker lights.
- (2) An engine employed exclusively on shunting at stations and yards shall, at night or during thick, foggy or tempestuous weather impairing visibility, display such head lights as are prescribed by the

**Railway Administration and exhibit two red marker lights in front and in rear.**

- (3) The electric head light on the engine shall be fitted with a switch to dim the light and shall be dimmed -
  - (a) when the train remains stationary at a station;
  - (b) when the train is approaching another train which is running in opposite direction on double or multiple track of same or different gauges; and
  - (c) on such other occasions as may be prescribed by special instructions.
- (4) In case the electric head light fails or a train has to be worked with the engine running tender foremost in an emergency, the engine shall display the two oil or electric white marker lights referred to in sub-rule (1) pointing in the direction of movement and the train shall run at a speed prescribed by special instructions.
- (5) In case of defective electric head light of locomotive running in a section provided with reflective type of engineering fixed signal during night or thick, foggy weather impairing visibility, on BG and MG, the Loco Pilot shall work the train cautiously at a speed not exceeding the severest temporary speed restriction imposed in the block section or 40 KMPH, whichever is less .
- (6) Coaching locos should not be turned out from home shed if the speedometers/recorders are in defective condition. In case of speedometer/recorder becoming defective during the run, the train should run at a speed prescribed by special instructions.

S.R.4.14.1. If the electric head light becomes defective en-route during the hours of darkness and/or thick and foggy weather, the Loco Pilot shall ensure that the two buffer beam marker lights are burning and work the train cautiously at a speed not exceeding 40 KMPH and sound the engine's whistle frequently. The Loco Pilot shall also inform the Station Master of the next block station in advance of the incident so that the latter may inform the SCOR if any.

S.R.4.14.2.1. Before leaving the loco shed, the Loco Pilot of a train shall ensure that he has the head light on his engine effective.

S.R.4.14.2.2. The electric head light Fitter on duty at the Loco shed will be responsible for certifying in the register maintained for the purpose that the electric head light equipment is in proper working order and the electric head light is provided with a bulb of not less than 250 watts power.

S.R.4.14.2.3. The Loco Pilot shall also test the electric head light and satisfy himself that it produces sufficient illumination to enable him to see ahead clearly for a distance of 250 metres or more.

S.R.4.14.2.4. When there is no electric head light Fitter on duty, the Loco Pilot's test as prescribed above, shall determine whether the electric head light is effective.

S.R.4.14.3. If the engine has neither a head light nor marker lights and the train is running through, the Station Master shall send the stop and examine train signal to the station in advance advising the Station Master on the block or control telephone. The Station Master of the other station on receipt of this information will stop the train and find out the reason for

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.