

3.50. Traps, slip sidings and catch sidings.—

The Station Master shall take steps to ensure that the points of all traps, slip sidings and catch sidings and other points are set against the line which they are intended to isolate, except when it is not necessary that they should be open for the purpose of isolation.

SR 3.50.1. Traps on siding (which may be Scotch Block, Derail, Derailing Switch or Trap Switch) are intended to derail vehicles, which escape from the sidings. Except when required to be taken away from the line or reversed for the passage of trains or vehicles, the Traps shall normally be kept as under :-

1. Scotch Blocks and Derails shall be kept locked in position on the rail.
2. Derailing switches shall be kept locked in the open position; and
3. Trap switches shall be set against the running line and locked in that position. The staff in possession of the keys of the traps shall be held responsible for carrying out these instructions.

SR 3.50.2. Trap indicators are used to indicate the position of derailing switches or derails, protecting the siding or running line. They show a red target by day and a red light by night in both the directions, when the derailing switch is open or the derail is on the rail, and the knife edge of the disc by day and a green light in both directions by night when the derailing switch is closed or derail is off the rail. Points leading to a short dead-end and used solely for the purpose of trapping the running line or sidings shall be treated as derailing switches.

SR 3.50.3. Slip sidings and Catch sidings:

1. Slip sidings are intended to prevent vehicles at stations from escaping on to the main line. On no account shall slip sidings be used for shunting purposes. Stabling of vehicles on slip siding is prohibited.
2. Catch sidings/Kopcke sidings are intended to catch vehicles which have escaped from the adjacent station or trains or parted portions of train coming out of control from the adjacent block section. On no account shall vehicle be shunted/stabled on the catch/Kopcke sidings.

Note: - Kopcke sidings are catch sidings of another design and serve the same purpose.

3. Except when expressly opened for the passage of trains in the facing direction, the points of the slip sidings and the catch/Kopcke sidings shall be kept set for these sidings normally and the keys of such points, if any, shall be kept in the safe custody of the Station Master. The rules incorporated in the Station Working Rules with regard to the operation of these points shall be strictly observed.

3.51. Points. –

- (1) All points shall normally be set for the straight except when otherwise authorized by special instructions.**
- (2) The railway servant concerned with the operation of points and signals shall not, while on duty, leave the place of operation of points or signals which are under his charge except under special instructions.**
- (3) No railway servant shall interfere with any points, signals, or their fittings, signal wires or any interlocking or block gear for the purpose of effecting repairs, or for any other purpose, except with the previous permission of the Station Master.**

SR 3.51.1. Any railway servant on duty in a non-block cabin who has received instructions for the admission or dispatch of a train shall continue to be on duty till the arrival or departure of the train. If there is any unusual delay for arrival or departure of the train, the Station Master shall arrange to relieve the railway servant and ensure that the reliever understands his duties.

SR 3.51.2.1. If at any time during his hours of duty, the Station Master in-charge of a signal cabin where block instruments are placed finds it necessary, in order to comply with safety rules, to leave the cabin temporarily, he shall specially depute a responsible railway servant to remain in the cabin or close and lock up the cabin.

SR 3.51.2.2. Whenever, in an emergency, points, signals or any other safety appliances have to be left unattended, they shall be secured in their position by the means provided.

SR 3.51.2.3. Pointsmen in cabin or staff-in-charge of points or signals shall not leave their posts, unless they are relieved.

SR 3.51.3.1. At certain stations, point indicators are provided. They are not signals but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set. All the Point indicators shall show a white target by day or a white light by night in both directions when the points are set for the straight and no target by day and a green light by night in both directions when the points are set for the turnout.

SR 3.51.3.2. At non-interlocked stations and stations provided with rudimentary interlocking, the Station Master and Loco Pilot shall satisfy themselves by the indications of the Point indicator that the points have been correctly set.

SR 3.51.3.3.1. At interlocked stations in Multiple-Aspect Signalling territory, provided with a single arm Home signal, the Station Master and the Loco Pilot of an incoming train, should observe the point indicator to make certain that a Home signal has been taken 'off' only for the route on which the train is to be received.

SR 3.51.3.3.2. At other interlocked stations, the Station Master need not observe the point indicator to satisfy himself that the points are correctly set during the reception of trains if bracketed Home signals have been provided and during dispatch of trains, if Starter signals have been provided.

SR 3.51.3.4. When signal becomes defective (interlocked and non-interlocked stations), the Station Master shall personally make sure that the points are correctly set, clamped and locked. The Loco Pilot and also the Station Master shall observe the Point indicator, wherever available.

SR 3.51.4. No work necessitating interference with points, lock bars, detectors, signals or other interlocking gear which are likely to affect the safety of trains or traffic shall be commenced except with the consent of the Station Master.

SR 3.51.5. A signal maintainer whether Block, Electrical or Mechanical shall be in possession of a certificate of competency declaring that he understands all the relevant rules and instructions pertaining to his duties and is competent to undertake the work which may necessitate interference with points, lock bars, detectors, signals etc., and independently may also undertake such work except interference with locking arrangements in an interlocked frame. This certificate of competency shall be issued by the Principal/STTC/ MLY after successful completion of Initial Course/Refresher Course, which is valid for a period of four years. As a temporary measure, DSTE/ADSTE of the Division can extend the validity of Competency Certificate for one year. However, only one such extension is permissible.

SR 3.51.6 The Signal Inspector or the person in-charge of the work shall before taking in hand any work in connection with a lever frame, points, signals, lock bars or detectors etc., involving disconnection or removal of interlocking gear of any kind, advise the Station Master in writing in Form S&T (T/351) (Disconnection Notice) and obtain the signature of the Station Master on the copy of 'Acknowledgement of disconnection/reconnection notice'.

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In the case of joint works involving Engineering department, a special mention may be made in the form S&T (T/351) as “Joint-work with Engineering department”. The Station Master’s signature on the acknowledgement copy is the authority for the signal branch to commence the work. Where cabins are under the control of Station Master, he must advise the cabin staff giving the particulars of the point which is disconnected, under the exchange of Private Numbers. After the work is completed, the person in-charge of the work shall issue Reconnection Notice to the Station Master. On receipt of the reconnection notice, Station Master shall jointly test along with the person in-charge of the work the proper working of the reconnected gears. If satisfied on proper working, the Station Master shall then acknowledge the reconnection notice. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master to resume normal working. (S. No. 1 of AS-10 dated 10.08.2023).

S.R. 3.51.7.1. In the interval between disconnection and reconnection, if it is necessary to pass the trains or perform shunting movements, the Station Master on duty shall advise the Signal Inspector or the person in charge of the works by a memo stating in which position the points are to be set. The Station Master or other authorized staff on his behalf with the permission of the Signal Inspector or the person in charge of the work shall arrange to set and clamp the points in the desired position for the safe passage of the trains. The relevant signals shall be placed at ‘on’ by the staff of S&T branch. In the case of joint works, permission of the PWI or his authorized staff also has to be obtained in advance by the S&T branch. Shunting moves are to be avoided as far as possible. If the disconnection of points is made at one end of the cross over, the points at the both ends of the cross-over should be treated as having been disconnected and should be clamped and padlocked by the Station Master and trains passed over the same by piloting. It should be ensured that the other end of the cross-over shall also be set, clamped and padlocked for isolation of the train, which passes on the straight road. The other end should be set and clamped for the cross-over movement, if the movement is over the cross-over.

S.R. 3.51.7.2. It shall be the duty of the Station Master or any authorised person on his behalf to ensure that the points are set and clamped for the correct route. He will then put the padlock on the clamp to prevent any interference therewith until the completion of the train or the shunting movement, as the case may be. Cotter bolting wherever available is also permissible with padlocking.

S.R. 3.51.7.3. The cotter, bolt or clamp should be removed by the Station Master or the authorized person after the completion of the train or shunting movement and then the Signal Inspector or the person in charge of the work can resume work on the gear.

S.R. 3.51.7.4. On completion of the Engineering work, a certificate to the effect that the Engineering works have been completed and track is safe for the passage of the train shall be given by the Engineering official to the Signal Inspector/Maintainer, in charge of the work with a copy to the Station Master. Only after the receipt of this certificate, reconnection notice shall be issued by the S&T staff.

S.R. 3.51.8. Except under special instructions issued by the DRM, wherever the points or signals or interlocking gears are disconnected in terms of S.R. 3.51.6 the concerned points/interlocking gear shall be treated as out of order. The relevant signals shall be placed at ‘on’ by the staff of the S&T branch.

S.R. 3.51.9.1. Whenever it is necessary for Signal Inspector or a duly certified and competent Signal Maintainer to carry out tests of signal appliances of any description, he shall make an entry in the station diary or cabin diary stating the particulars of work to be done and the time required. The Station Master shall countersign this entry and add any remark he may consider necessary regarding the movement in the yard etc., before the work is taken on hand.

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S.R. 3.51.9.2. After the Inspecting Official has given such notice, the Station Master shall advise the cabin staff and get their acknowledgements by obtaining a Private Number for carrying out the test and record the Private Number in the diary. No move which would lead to the end of the yard where testing is in progress shall then be carried out, without first obtaining the permission of the Station Master. This permission shall not be given by the Station Master until the official carrying out the test has been advised and his acknowledgement obtained in writing and all testing relating to the line on which the movement is to take place has been stopped. Such permission shall be conveyed by communication of a Private Number.

S.R. 3.51.9.3 The Loco shed shall be advised that engine movements towards the Traffic Yard shall not be allowed without the permission of the Station Master. A banner flag preceded by a Stop hand signal shall also be provided at the exit from the Loco Yard under the orders of the official carrying out the test, in the absence of a fixed signal controlling such exit.

E. Hand Signals

3.52. Exhibition of hand signals.—

- (1) All hand signals shall be exhibited by day, by showing a flag or hand and by night by showing a light as prescribed in these rules.**
- (2) During day a flag or flags shall normally be used as hand signals. Hands shall be used in emergencies only, when flags are not available.**
- (3) During night a hand signal shall normally be given by showing a red or green light. A white light waved violently shall be used as a Stop signal only, when the red light is not available.**

(4) Red or green light referred to in sub-rule (3) shall be either a static or flashing type.

S.R. 3.52. The arrangement of red and green slides in the hand signal lamps shall be uniform. Holding the lamp with the front facing away the green slide should be on the left hand side and the red slide on the right hand side. Every railway servant using a hand signal lamp shall see that the slides are on the correct sides. The railway servant using the hand signal lamp shall verify everyday just before coming on duty that all the glasses are intact.