

S.R.14.10.3. – During the failure of Walkie-talkie / VHF sets when the SM is not in a position to communicate with the Guard of the incoming train, he shall send the ‘Train Intact Arrival Register’ (T.1410) to the Guard through Pointsman, duly entering the date and train No, line No. and his PN. The Guard after ensuring that the train has arrived complete within the fouling mark shall record the PN, arrival time with his full signature in the relevant columns of the ‘Train Intact Arrival Register’ and arrange to return the register to the Station Master on duty. The Guard shall record the PN of the SM in his rough journal. The Station Master on duty shall record the PN received from the Guard in the remarks column of ‘Train Signal Register’ against the entry of the train and shall not give ‘Train out of Block Section’ signal to the Station Master in rear until he receives the register (T.1410) back with Guard’s PN and signature.

S.R.14.10.4. – At stations or yards where end cabins are provided, the Cabin Station Master or the Cabin ASM / Cabinman / Leverman of the cabin nearest to which the last vehicle stands, shall ensure complete arrival of train within the fouling mark, by seeing the Tail lamp / Tail board; and give a PN to the SM on duty to that effect.

S.R.14.10.5. – When a stopping goods train is running without brake van or without Guard, the Station Master shall depute a Pointsman in advance towards the fouling mark in rear. The Pointsman shall ensure the complete arrival of train within the fouling mark and inform SM on duty on Walkie-talkie or record the same in ‘Train Intact Register’ as the case may be, with a PN to that effect.

S.R.14.10.6. – Exchange of private numbers between the Guard and the Station Master is not required in the following circumstances.

- (a) Where BPACs are provided and functioning.
- (b) Where end Cabins are provided.
- (c) In case of run through trains, where SM from platform side/Pointsman from off side of the station can see the LV board during day/Tail lamp during night.

S.R.14.10.7. – The instructions detailing the procedure of exchanging Private Numbers as above to ensure complete arrival of train, where BPACs or continuous track circuiting are not provided / not functioning; and also the instructions as per G.R.14.10(4)and G.R.4.17(3) where BPACs/continuous track circuiting are provided, shall be incorporated in the respective Station Working Rules.

14.11. Responsibility of Station Master as to authority to proceed.—

- (1) An authority to proceed shall not be given to the Loco Pilot until the procedure prescribed for the purpose, so far as it is applicable in the particular case, has been followed.**
- (2) An authority to proceed shall not be given to the Loco Pilot except by the Station Master or by some railway servant appointed in this behalf by special instructions.**
- (3) The Station Master shall see that the authority to proceed given to a Loco Pilot is accurate and that, when it is in writing, it is complete and is signed in full and in ink.**
- (4) If the train stops at the station and is waiting to cross another train, the authority to proceed shall not be given to the Loco Pilot until the whole of the latter train has arrived and is clear of the running line for the former train.**
- (5) If two engines are coupled together or if one engine is in front and another in rear of the train, the authority to proceed shall be given to the Loco Pilot of the leading engine.**