



Government Gazette

OF

WESTERN AUSTRALIA

(Published by Authority at 3.30 p.m.)

(REGISTERED AT THE GENERAL POST OFFICE, PERTH, FOR TRANSMISSION BY POST AS A NEWSPAPER)

No. 79]

PERTH: MONDAY, 1st OCTOBER

[1962

GOVERNMENT RAILWAYS ACT, 1904-1960.

Railways Department,
Perth, 23rd August, 1962.

THE Western Australian Government Railways Commission, in exercise of the powers conferred on it by section 23 of the Government Railways Act, 1904-1960, doth make the by-laws set out hereunder.

C. G. C. WAYNE,
Commissioner of Railways.

By-laws.

1. These by-laws shall come into operation on the 1st day of January, 1963.
2. In these by-laws, the by-law published as by-law number 54 of the Railway By-laws, in the *Government Gazette* on the 14th May, 1940 and amended from time to time thereafter, by by-laws amending the same and published in the *Government Gazette*, is referred to as the principal by-law.
3. The principal by-law is amended—
 - (a) by deleting the words “and Regulations”, in line one; and
 - (b) by substituting for the Schedule thereto the Schedule following.

Rule 1

Schedule

RULES

PART I—GENERAL RULES

1. In these rules unless there is something in the subject or context repugnant to such construction— Interpretations.

“assisting engine” means, in the case of a double headed train, the engine other than the train engine on the train;

“bank engine” means an engine attached at the rear of a train or placed approximately midway on a train to assist the train engine;

“Driver” means the person for the time being in charge of a working locomotive, railcar, railmotor trolley, or self-propelled permanent way machine;

“employee” means any person employed by the Commission whether employed in a permanent, temporary, or supernumerary capacity;

“Fireman” means any employee for the time being engaged in firing a locomotive or otherwise assisting the Driver of a train;

“goods train” includes any train except a passenger or a mixed train;

“interlocked station” means a station at which the apparatus for working the points and fixed signals is centralised and arranged to prevent conflicting movements, and the operation of the points and signals is controlled by a Signaller;

“lever”. The word lever when used in connection with points and signal apparatus means any lever, switch, key, button, or other apparatus used to operate signals, points or other interlocking apparatus associated with any interlocking machine or control panel;

Rule 1

"Maintainer" includes Safeworking Technician, Interlocking Fitter, Line and Signal Maintainer or other employee of the Signal and Telecommunications Sub-branch;

"Person-in-Charge" means the person having the care, control or oversight of the working of any section, place or part of the Railways and includes any superior Officer having for the time being the care, control or oversight of the working of any section, place or part of the Railways;

"proceed" when applied to the aspect of a fixed signal means the *Caution* or *Clear* aspect as the case may be;

"relief train" means a breakdown train, other train, locomotive or locomotives coupled, proceeding to clear an obstruction or to assist a disabled train;

"running line" means a line which is reserved for the movement of trains, as distinct from sidings;

"signal-box" means any place where signal levers or signal control apparatus is located, or where these are not provided, means any place where the safeworking appliances are located;

"Signalman" means any employee for the time being in charge of the working of signals or safeworking appliances, or both;

"station limits" on single lines of railway means—

- (a) within the outer home signal;
- (b) within the home signal where an outer home signal is not provided;
- (c) within the arrival signal;
- (d) within the facing points where home or outer home signals are not provided; or
- (e) within the location disc where home or outer home signals do not exist;

Rules 1, 2, 3 and 4

"Station Master" means the Station Master, or person for the time being in charge of a station, goods shed, siding or other place;

"train" means a locomotive or train engine with or without vehicles attached, railcar with or without trailer attached, and any rail motor car or self-propelled permanent way machines which cannot be readily lifted off the track;

(Railcars are self-propelled passenger or freight carrying vehicles.)

"train engine" means an engine which works a train, and in the case of a double headed train, the leading engine on the train;

"Train Examiner" means an employee appointed to examine all classes of rail vehicles except locomotives, railcars, or rail motor cars and self-propelled permanent way machines.

(Further definitions with limited application are contained in rule 236 of these rules.)

2. A person employed by the Commission must devote himself exclusively to its service, and conform to the rules of the Commission; he must reside at whatever place may be appointed, attend at such hours as may be required, and pay prompt obedience to any person placed in authority over him.

Employees to devote full time to service.

3. The name and address of any employee must be registered at the station or depot to which he is attached, or at which he is paid, and any change of address must be at once notified by the employee.

Name and address of employees to be registered.

4. (1) An employee must not absent himself from duty, alter his appointed hours of attendance, or exchange duty with any other employee, without the permission of his superior officer.

Employees not to absent themselves.

(2) In cases of illness or accident an employee must immediately report that circumstance to his superior officer.

Rules 4, 5, 6, 7 and 8

(3) If prevented by illness from attending his duty, an employee must when so directed promptly furnish a medical certificate from a qualified medical practitioner, or such other evidence as the Head of his Branch may consider satisfactory.

Employees
to wear
uniform on
duty.

5. An employee who has been supplied with a uniform must, when on duty, wear it in a clean and neat condition, and badge perfect; and if any article provided by the Commission be damaged by improper use, or be not produced when called for, the cost thereof must be made good by the employee.

Conduct of
employees.

6. An employee must —

- (a) be prompt, civil and obliging;
- (b) afford every proper facility for the conduct of the Commission's business;
- (c) take care to afford correct information;
- (d) when required give his name; and
- (e) regardless of provocation, not use improper language nor enter into any altercation with the public or a fellow employee.

Safety of
public first
duty of
employees.

7. THE SAFETY OF THE PUBLIC SHALL BE THE FIRST AND MOST IMPORTANT DUTY OF EVERY EMPLOYEE.

Employees
on duty to
carry rule
book.

8. (1) An employee so supplied, must have with him when on duty, and produce when required, a copy of the General Rules or complete Rules.

(2) Except as shown below, an employee so supplied must have with him, when on duty, a copy of the current Working Time Table Book, or section of the book, Engine Load Tables, the General Appendix to the Book of Rules and the Working Time Table, and any signalling, permanent way, or special train notices; and a copy of each must also be kept in the Station Master's office.

Exceptions.—Offices, Stations, Signal-boxes, Workshops, Running Sheds, Permanent Way Gangs, etc., where two or more men are employed, in which case copies must be exhibited in a place where

Rules 8, 9, 10 and 11

they may readily be seen, or be accessible for reference by the staff. A copy of the Book of Rules must be kept in the same manner. The person in charge shall be held responsible for implementing the requirements of this rule.

(3) The Person-in-Charge of a station, yard, depot, or sub-depot is responsible for the supply of a copy of every printed and written Notice of Signal and any alterations being supplied, as soon as possible after receipt, to each Driver, Fireman who has been passed to act as Driver, and Guard working over the line affected by the notice, and for the signature of the person to whom it or they are supplied being taken in a book provided for the purpose; and that book must be made available for reference when required.

(4) A Driver, and a Guard when on duty must obtain and carry with him all necessary notices relevant to the signalling and general working of the line.

9. Should an employee of the Commission lose his copy of the Rules, Time Table, Engine Load Tables, General Appendix, or other document required by these rules to be held by him he must forthwith obtain another copy from his superior Officer.

Lost rule book.

10. (1) An employee must assist in implementing the rules and immediately report to his superior Officer any infringement thereof, or any occurrence affecting the safe and proper working of the railway which may come under his notice.

Employees to report infringements.

(2) Where an employee does not understand his duties, or is in doubt as to his duties, he must immediately apply to his immediate superiors for instructions.

11. An employee holding a situation of trust may be required to find security for his fidelity of such kind and in such a manner as the Commission may determine.

Fidelity of employees.

Rules 12, 13, 14, 15, 16 and 17

Employees
under
influence
of drink.

12. (1) Should a Person-in-Charge consider an employee under his direction or supervision to be under the influence of intoxicants, or from any other cause to be unfit to perform his duties, he must suspend him from duty and immediately report the matter through his immediate superior to the Head of the Branch.

(2) An employee while on duty must not use, accept or be in possession of any intoxicating liquor nor must he enter any place where intoxicating liquor is served, except with the permission, or at the direction, of a superior Officer or Station Master.

No tipping.

13. An employee must not accept any gratuity.

Employees
not to trade.

14. An employee must not trade, either directly or indirectly, for himself or for others.

Notice to
be given of
intention to
leave
service.

15. An employee must not leave the service of the Commission without giving the prescribed notice.

Persons
under the
influence of
drink or
misbehaving
to be appre-
hended.

16. The attention of all employees is directed to the fact that, if any person is drunk, or behaves in a violent or offensive manner to the annoyance of others on the railway, or at any station, or platform thereof, or in any carriage thereon, it is lawful for any officer or servant of the Department, without warrant or other authority, to arrest and detain the person so offending until handed over to the Police; and the power so conferred must be exercised whenever necessary.

(See section 49 of the Government Railways Act, 1904-60.)

Employees
may be
suspended.

17. (1) An employee who is found to have been—

(a) under the influence of intoxicants, on duty; or

(b) guilty of disobedience, negligence, absence without leave, or any offence against these rules, or of conduct prejudicial to discipline,

Rules 17, 18 and 19

may be suspended from duty, fined, reduced to a lower grade, transferred or dismissed; and salary or wages may not be claimed by that employee in respect of any period of suspension or absence from duty without leave or any period following his dismissal.

(2) A Person-in-Charge may suspend from duty an employee who is under the influence of intoxicants or who is guilty of disobedience of orders, misconduct, or absence without leave.

(3) Where an employee—

- (a) is aggrieved by the action of any superior Officer or Person-in-Charge, he may appeal to the Head of his Branch and thereafter, through that Head, to the Commission; and
- (b) has been continuously employed for three months or more and has been fined, reduced to a lower class or grade, dismissed, suspended from duty in circumstances involving loss of pay, or transferred by way of punishment involving loss of transfer expenses, he may, in the prescribed manner, appeal to the Railway Appeal Board.

(4) Any fine imposed under the provisions of this rule must not exceed ten pounds.

18. A period of two years without any recorded offence must be taken as obliterating any previous detrimental record from the personal history card of an employee; but in any particular case where it may appear necessary to the Commission, the Commission may direct that the record of any offence shall remain; and in any event the record of cases heard before the Railway Appeal Board must not be so obliterated.

Detrimental
record
obliterated.

19. (1) An employee on leaving the service must immediately deliver up his uniform and all other articles in his possession belonging to the Commission.

Employees
leaving
service to
deliver up
uniforms.

Rules 19, 20, 21, 22 and 23

(2) Any money that may be due for wages to an employee leaving the service must not be paid until the clothing, Book of Rules, General Appendix, Engine Load Table, lamps, flags, tools, detonators, and all other articles the property of the Commission which may have been supplied to him, have been delivered up or satisfactorily accounted for in accordance with these rules.

(3) Where any article is not delivered up, or is damaged, the cost of that article, or of the repair of the damage, as the case may be shall be a debt due from the employee to the Commission, and may be deducted from any salary, wages or emoluments due, and if those be found insufficient to meet the claim, will become a debt recoverable at law.

Employees responsible for Railway property.

20. An employee is responsible for the careful use and preservation of any article belonging to the Commission in his custody or care, and an employee must not convert to his own use any such article.

Deductions from salary or wages.

21. The Commission may deduct from the salary or wages of an employee, who is a tenant of any premises vested in the Commission, any amount which may be due by him for rent, in respect of such premises.

Public not to be permitted to travel without tickets; employees travelling.

22. An employee must not permit a person to travel on the Railways unless provided with a proper ticket or free pass; and an employee must not, unless in the execution of his duty, ride on a locomotive, or in a brake-van, or in any vehicle in which mails, luggage, or parcels are conveyed, without the written permission of an authorised Officer.

Employees not to take personal charge of luggage.

23. Except when authorised, an employee must not take charge of luggage or other articles for the convenience of passengers and any such luggage or articles must be deposited in the proper office in the manner prescribed.

Rules 24, 25, 26 and 27

24. (1) Any unclaimed or lost luggage, money^{Lost property to be delivered up.} or other property found in any carriage or vehicle, or upon any station premises, upon the line, or any other part of the Railway, must immediately be delivered to the Station Master at, or nearest to, the place where such luggage, money, or other property was found.

(2) An employee has no claim to any, or the proceeds of any, property in this rule mentioned but as between the Commission and any employee finding that property the same shall be deemed to belong to the Commission.

(3) This rule applies to an employee whether on duty or not.

(4) Any money including Australian notes, bank notes, bank drafts, cheques and other orders, warrants, authorities or requests for payment of money, to which this rule applies must, if not claimed by the owner within four months of the date of finding, be disposed of in accordance with the Government Railways Act, 1904-1960.

25. (1) An employee must exercise particular care and attention in the performance of any duty which necessarily exposes him or any other employee to risk of personal injury and every care must be taken to eliminate any cause of accident.^{Care to avoid accidents.}

(2) An employee must, insofar as it may be in his power, prevent any other employee from recklessly exposing himself, or others, to danger.

26. A rail motor car or self propelled permanent way appliance operating as a train must not be driven at a speed exceeding 25 miles per hour, and the Driver of that car or appliance must either hold a Departmental Certificate of Competence in Safeworking, or must have a person holding such a certificate, sitting beside him.^{Speed of self propelled vehicles.}

27. (1) A person, other than an employee in the execution of his duty, or a person acting under a general authority, must not be, or walk upon, the permanent way, unless with written permission, signed by an authorised Officer, for that purpose.^{Persons not to walk on permanent way.}

Rules 27, 28 29, and 30

(2) Except where instructions are issued to the contrary, a person trespassing on railway property must be required to leave the premises, and, on complying, must be warned not to go or pass thereon again.

(3) Where a person trespassing refuses to quit on request he must be required to give his name and address, which must be passed to the nearest Station Master or other superior Officer, with a report of the circumstances; and in the event of an offender refusing his name and address, he must be detained and given in charge of the Police.

Employees
not to walk
on line,
unless on
duty there.

28. (1) An employee must not walk upon the railway line, except when necessary in the execution of his duty.

(2) An employee must not enter any part of railway premises such as a booking office, a parcels office, a signal-box, or any like premises, not set apart for public use, except when required to do so in the performance of his duty; nor shall he loiter in any such place upon the completion of the duty for the purpose of which he entered therein.

Employees
not to
engage in
legal
proceedings
for
Commission
or other
employees or
communi-
cate depart-
mental
matters.

29. An employee must not undertake any legal proceedings on behalf of the Commission, or on behalf of any other employee; nor show or produce any document or book or instruction or copy thereof to any person not connected with the Department; nor directly or indirectly make any communication to any person not officially entitled thereto, upon any matter affecting the Department, or the business or employees thereof, or relating to the Railway Service or his own official position; nor act upon any political question or subject whatsoever, without having first obtained authority or instructions from the Head of the Branch or from the Commission.

Keeping of
records.

30. An Officer must ensure that any person under his control keeps the proper records, books, and accounts applicable to that person's duties;

Rules 30, 31, 32, 33 and 34

and any employee failing to report an irregularity which may come to his knowledge shall incur the same responsibility as if he were the person at fault.

31. An employee must not address a communication in connection with his public duties or position in the Railway Service other than through his immediate superior Officer; nor use or obtain outside influence, either directly or indirectly, to press for or achieve his requirements.

Employees to address communications through immediate superiors.

32. An employee under the age of 21 years must not be engaged in or appointed to any of the duties of Inspector, Driver, Guard, Head Shunter, Shunter, Signaller, Fog Signaller, Foreman, Ganger, Flagman, Train Examiner, Pilotman, Line and Signal Maintainer, Assistant Line and Signal Maintainer, Safeworking Technician or Interlocking Fitter.

Minors not to be appointed to certain duties.

33. An employee who has cause to complain of, or make a report against, any other employee must make the complaint through his immediate superior to the Head of his Branch within seven days of the cause of complaint.

Complaints against other employees.

34. (1) In any case in which one employee is appointed to relieve another, the employee about to be relieved must not, unless authorised by a superior Officer, leave duty until the arrival of the employee appointed to relieve him.

Employees not to leave posts until relieved.

(2) On a change of duty between employees every circumstance which may have occurred, out of the ordinary course of working, must be communicated to the employee coming on duty, before he takes charge, and the special attention of the latter employee must be drawn to the position of trains, and to the fact of any being overdue.

(3) An employee must not give charge to any other employee, unless satisfied of the sobriety of that employee.

Rules 35, 36, 37, 38 and 39

Employees
not to make
public
comment
on the
Administra-
tion.

35. An employee must not publicly comment upon the administration of the Western Australian Government Railways, or use for any purpose, other than the discharge of his official duties, information gained by, or conveyed to, him as an employee of the Commission.

Employees
to make
accurate
records and
not falsify
or mutilate
records.

36. An employee must give complete and accurate particulars on any time sheet, time book, attendance book, or other document used for time keeping or costing purposes, and must keep any record neat and tidy; and any falsification or mutilation of a time record, or neglect to supply proper information must be treated as an offence against these rules.

Employees
not to
borrow
money from
other
employees.

37. An employee must not borrow money from, or place himself under any pecuniary obligation to, another employee.

Employees
not to
smoke in
certain
cases.

38. An employee, when on duty or in uniform, must not smoke on a railway platform, or any place where smoking is prohibited.

Employees
summoned
as witnesses.

39. (1) An employee attending in his official capacity under a subpoena or order to give evidence for or on behalf of the Department, or to produce papers in any court, shall attend such court in performance of, and as part of, his official duty.

(2) As soon as possible after the receipt of a subpoena an employee must acquaint his superior Officer of the fact, and obtain his permission for absenting himself for that purpose.

(3) Any fees payable in respect of the attendance of an employee at court must be dealt with in accordance with the procedure advised by Departmental instructions issued from time to time.

(4) Where an employee volunteers to give evidence before any court hearing in a case in which another employee is involved (but to which the

Rules 39, 40, 41, 42 and 43

Commission is not a party directly or indirectly), he must be permitted to do so at his own expense, provided he makes application to his superior Officer, and it is convenient for the Department to so release him.

40. Without limiting the generality of rule 16 or 27 of these rules, an employee must not resort to the use of force, in the execution of his duty, until he shall first have attempted without success, to use other means of persuasion, and then only use such force as may be reasonably necessary, in the circumstances.

Use of force
against
individuals.

41. Great caution must be observed by an employee in detaining or giving any person, and more particularly a passenger, into custody; and no person shall be detained who gives his name and address and produces sufficient evidence that it is genuine, or whose name and address are known either to the employee, or to a Station Master or other Officer, or to any respectable person with whom the Officer concerned is acquainted.

Care to be
exercised in
detaining
persons.

42. Where, after a passenger misbehaving in any way has been warned to desist, it becomes necessary to remove him from a carriage or other place for a breach of any by-law or regulation, or for misconduct, or for any other cause, and the foundation of a charge appears to be doubtful, the passenger must first be requested to leave; and if he refuse, care must be taken to use only such force in removing him as is reasonably necessary in the circumstances, and the Guard or other employee, on warning a passenger to desist, must first inform him that he is liable, if he persist in offending, to incur a penalty and to be removed.

Removal of
individuals
by force.

43. Before any person is removed from a carriage or other place the Station Master or other employee who orders his removal must ascertain the cause and nature of the complaint against that person and take the names, addresses, and occupations of the parties complaining.

Full
particulars
to be
obtained
where
person is
removed.

Rules 44, 45, 46 and 47

Police assistance to be obtained where necessary and available.

44. At any station or other place at which the aid of a Police Officer can be obtained the Police Officer must be required to make any charge which it may be necessary to prefer.

Names of witnesses to be obtained where offences occur.

45. In any case where there has been any breach of the Government Railways Act, or of the By-laws of the Commission, the Officer concerned must where possible obtain the names and addresses of any two or more persons present on the occasion, and those must be reported with the name and address of the offending person.

Particulars of persons detained to be telegraphed to Branch Head.

46. (1) Whenever a person is detained or taken into custody, a telegraph or telephone message, stating his name, address and occupation, and the nature of the charge must immediately be forwarded to the Head of the Branch; and a written report must also be sent by the next most practicable train after the event, stating, with the particulars of the case, when and where the charge is to be heard.

(2) Any person taken into custody must be taken before a Magistrate as soon as practicable.

Power of Chief Traffic Manager to suspend rules.

47. (1) The Chief Traffic Manager may suspend, either generally or over certain specified sections of the Railways, for such time as he thinks fit, any of these rules relating to the safeworking of trains, so as to—

- (a) facilitate the movement of traffic; or
- (b) introduce emergency measures.

(2) Any suspension of a rule for the purpose mentioned in paragraph (a) of sub-rule (1) of this rule must not be effected, until after due notice to all persons concerned.

(3) The introduction of any measure under paragraph (b) of sub-rule (1) of this rule shall be effected only for the purposes of meeting exceptional circumstances, by the substitution of alternative methods of working, where the observance of these rules would be seriously disadvantageous.

Rules 47, 48, 49, 50, 51 and 52

(4) The Chief Traffic Manager may delegate the powers conferred on him by this rule, for such period as he thinks fit, to an Assistant Chief Traffic Manager or to a District Traffic Superintendent; but a delegate must forthwith report to the Chief Traffic Manager any exercise of the powers so delegated.

(5) The Chief Traffic Manager must, in every case, report to the Commission his reasons, or those of any person to whom power in that regard is delegated, for exercising the power conferred by this rule.

48. Wherever in these rules authority is given to a District Traffic Superintendent to issue Proceed Orders, the Chief Traffic Manager may delegate such authority to any other Officer whose name must be published at the time of the delegation of authority and thereafter at intervals of not less than six months, during the continuance of that delegation.

Chief
Traffic
Manager
may
delegate
power to
issue
Proceed
Orders.

49. (1) Where by these rules any act or thing is required to be done and no person is specified for the doing of that thing, that act or thing must be done by the person or persons by whom it would ordinarily fall to be done, in the proper course of railway working or practice.

Duties
imposed by
rules.

(2) Where by these rules any act or thing is prohibited that act or thing must not be done by any person.

(3) Any person who fails to do any act or thing that he is required by these rules to do or that ordinarily falls to be done by him, in the proper course of railway working or practice, or does any act or thing prohibited by these rules is guilty of an offence.

50. A reference in these rules to any form is a reference to that form, as set forth in the Schedule to the rules.

Forms.

(Rules Nos. 51 and 52 reserved.)

Rules 53, 54 and 55

PART II—SUGGESTIONS BOARD.

Suggestions
Board.

53. (1) Suggestions from the staff for improvements in the operation of the Department which might lead to greater efficiency and promote better relations with the public will be considered and dealt with by the Suggestions Board.

(2) For the purposes of this rule, the Board will receive suggestions from the staff on any matter affecting the organisation and conduct of Railway Work, in its various Branches.

(3) Any suggestion in terms of this rule should be submitted direct to the Secretary, Suggestions Board, Secretary for Railways' Office, Perth.

PART III—UNIFORM TIME.

Uniform
time to be
kept at all
stations and
by guards
and drivers.

54. (1) Western Australian Standard Time must be transmitted to all railway telegraph or telephone stations daily at a specified hour by telegraph or telephone, in accordance with the special instructions in that regard.

(2) Each Station Master and Signaller will be held responsible while on duty for keeping his clock or clocks properly regulated, and must, at once, report any defect in its or their working.

(3) A Guard or Driver on commencing duty must synchronise his watch with the clock at the departure station or depot, as the case may be, and must compare time before commencing a trip.

(4) A person in charge of any station not in direct communication with Perth must obtain Western Australian Standard Time from the nearest station in direct communication with Perth.

PART IV—FIXED SIGNALS.

Division 1—General.

Types of
fixed signals.

55. Fixed signals are of two types, namely—

- (a) running signals, that is, signals which control the movement of trains on running lines; or

Rules 55 and 56

- (b) shunting signals, that is, signals which control the passage of trains—
 - (i) between sidings and running lines;
 - (ii) between one running line and another;
 - (iii) for shunting movements; or
 - (iv) for defining certain limits such as station yards.

56. (1) Running signals are of three types, ^{Running}namely—^{Signals.}

- (a) semaphore signals;
- (b) colour light signals; or
- (c) dwarf signals.

(2) Semaphore signals are of two types, namely—

- (a) two aspect; or
- (b) three aspect.

(3) Colour light signals and dwarf signals are three aspect.

(4) Two aspect semaphore running signals may be used as—

- (a) distant signals;
- (b) outer home signals;
- (c) home signals;
- (d) directing signals;
- (e) starting signals; or
- (f) advanced starting signals,

and no other.

(5) Three aspect semaphore or colour light running signals are of three types, namely—

- (a) semi-automatic signals;
- (b) automatic signals; or
- (c) departure signals.

(6) Semi-automatic semaphore or colour light running signals may be used as—

- (a) outer home signals;
- (b) home signals;
- (c) directing signals;
- (d) starting signals;
- (e) advanced starting signals; or
- (f) departure signals,

and no other.

Rules 56, 57 and 58

(7) Automatic semaphore or colour light running signals may be used as—

- (a) approach signals;
- (b) arrival signals; or
- (c) intermediate signals,

and no other.

(8) Departure semaphore or colour light signals are used as described in rule 78 of these rules.

(9) Three aspect dwarf signals are semi-automatic signals and may be used as starting signals from sidings and no other.

Shunting
signals.

57. (1) Shunting signals are of two types, namely—

- (a) disc signals; and
- (b) colour light signals.

(2) Disc shunting signals are two aspect and colour light shunting signals are one, two or three aspect, as required.

Division 2—Indications of Fixed Signals.

(Diagrams of Aspects and Indications of Fixed Signals are shown on pages 470 to 495.)

Description
of
indications.

58. (1) A semaphore signal is displayed by means of an arm by day, and by coloured lights, worked in conjunction with the arm, by night, and in foggy weather.

(2) The semaphore arm is Red with a white band or white chevron, except in the case of a distant signal, when it is Yellow with a black chevron.

(3) The arm is on the left hand side of the post as seen from an approaching train.

(4) A signal indication by means of a semaphore arm may be displayed in either the lower or upper left hand quadrant, but a two aspect signal is displayed in the lower quadrant and a three aspect signal is displayed in the upper quadrant.

(5) A colour light signal is displayed by coloured lights by day and by night; and the indications displayed must be given the same meaning as those given the lights of a semaphore signal.

Rules 58, 59 and 60

(6) A shunting signal is displayed by means of discs by day and coloured lights worked in conjunction with the discs by night, or by coloured lights by day and by night.

59. Where a fixed signal is displayed its normal position is at *Stop*, except in the case of the following signals, whose normal position is as indicated in the following table:—

Signal.	Normal Position.
Distant Signal	Caution
Intermediate Signal	Caution or Clear
Approach Signal	Caution
Arrival Signal	Caution
Semi-Automatic Signal when being operated as an Automatic Signal that is, when the "A" light is displayed	Caution or Clear

(Note: A Main Line Signal in the following situations, namely—

- (a) at a Block Station on double lines when the signal-box is switched out;
- (b) at a station on a single line which is not a staff station; and
- (c) at a station on double lines which is not a Block Station;

although usually placed at *Proceed* to permit the passage of trains and remaining so for long periods, must be returned to the normal position when required in accordance with these rules.)

60. (1) Where more signals than one are displayed on the same side of a post (see fig. 8 p. 476) they must be read as applying (except as shown in rules 61 and 62 of these rules) as follows, namely:—

- (a) the first or top arm, to the line on the left; as viewed from the approaching train;
- (b) the second arm, to the line next in order from the left;

and so on.

Rules 60, 61, 62 and 63

(2) Where disc signals are displayed on the same post as semaphore signals they must be read in their relative order separately from the semaphore signals.

(3) Where signals applicable to two or more lines are fixed on the same post, or on bracket posts, particulars as to the line to which each signal applies must be shown on the diagram of signalling. (*See fig. 9, p. 476.*)

Positions of
signals on
posts.

61. Where a distant signal arm worked from a signal-box in advance is placed on the post of the home, starting, or advanced starting signal, applicable to the same line, of the signal-box in the rear, the distant signal must be the lower arm, and the home, starting, or advanced starting signal the upper arm of that post. (*See figs. 5, 6 and 7, p. 474.*)

Reading of
co-acting
arms or
lights.

62. (1) Where co-acting arms or lights are provided (in situations where a signal cannot readily be seen owing to intervening obstructions) the upper or lower or both arms or lights, as the case may be, must be read as one signal. (*See fig. 10, p. 476.*)

(2) Where the indications exhibited by co-acting signals are in conflict, both must be treated as *Stop* signals.

(3) Where co-acting arms or lights are required they must be displayed on the same post, and the lower arm or light must be placed in a very low position on that post.

(4) Where two or more signals are provided on the one post, and only one co-acting arm or light, that arm or light must co-act with the top signal.

Two aspect
running
signal
indications.

63. Where a Two Aspect running signal is in use the indication displayed is—

(1) In the case of a Distant signal, (*see figs. 1 and 2, p. 470*) either—

(a) *Caution*—indicated by the arm at the horizontal or by a Yellow light;
or

Rules 63 and 64

- (b) *Clear*—indicated by the arm at an angle of 45° below the horizontal, or by a Green light; and
 - (2) In the case of other two aspect running signals (see figs. 3 and 4, p. 472) either—
 - (a) *Stop*—indicated by the arm at the horizontal or by a Red light; or
 - (b) *Clear*—indicated by the arm at an angle of 45° below the horizontal, or by a Green light.
 - 64. (1) Where a Three Aspect running signal is in use, the indication displayed (see figs. 12 to 29, pages 480 to 482) is either—

Three aspect
running
signal
indications.

 - (a) *Stop*—indicated by the arm at the horizontal, or by a Red light;
 - (b) *Caution*—indicated by the arm at an angle of 45° above the horizontal, or by a Yellow light; or
 - (c) *Clear*—indicated by the arm at an angle of 90° above the horizontal, or by a Green light.
 - (2) At night, except as shown below, each three aspect upper quadrant semaphore signal or three aspect colour light signal displays two lights; and the lower light is a fixed Purple light, (*termed a marker light, by its position in relation to the upper light serving to distinguish between semi-automatic, departure and automatic signals; this distinction is made during the day by the position of the marker lamp*).
 - (3) A marker light is not displayed—
 - (a) where two or more three aspect signals are bracketed on the one post; or
 - (b) in the case of dwarf signals.
 - (4) Where a semi-automatic or departure signal is provided with a marker light, it must be displayed vertically below the signal light.
- (A semaphore type semi-automatic, or departure signal has a square ended arm. Note that a semi-automatic signal is a signal which is controlled by the passage of trains and in addition can be

Rules 64, 65 and 66

controlled from a signal-box or a switch lock, where double line Automatic Signalling is in operation.)

(5) Where an automatic signal is provided with a marker light it must be displayed diagonally below and to the right of the signal light.

(A semaphore type automatic signal has a pointed arm. Note that an automatic signal is a signal controlled by the passage of trains). (Figs. 15-17, p. 480.)

(6) Where a semi-automatic signal is operated as an automatic signal an illuminated letter "A", visible at short range only, must be displayed; and where the letter "A" is illuminated the provisions of rule 79 of these rules shall apply. *(Figs. 30 to 34, p. 484. Note: Departure signals are dealt with in rule 78.)*

Dwarf
signals.

65. A dwarf signal is a white target, capable of revolving vertically, on which is painted a square-ended semaphore arm. *(Figs. 37 to 39, p. 486.)*

Shunting
signal
indications.

66. (1) Where a shunting signal is in use, the indication displayed is—

(a) in the case of a Disc shunting signal (see *figs. 40 to 43, p. 488*) as follows:—

(i) *Stop*—indicated by a Red disc or a Red light; and

(ii) *Caution*—indicated by a Yellow disc or a Yellow light.

(b) in the case of a Two Aspect colour light ground shunting signal (see *figs. 44 and 47, p. 490*) as follows:—

(i) *Stop*—indicated by a Red light; and

(ii) *Caution*—indicated by a Yellow light.

(c) in the case of Three Aspect colour light ground shunting signal (see *figs. 45-46-48 to 51, p. 490*) as follows:—

(i) *Stop*—indicated by a Red light;

(ii) *Caution*—indicated by a Yellow light; and

(iii) *Clear*—indicated by a Green light; and

Rules 66, 67, 68, 69 and 70

(d) in the case of a Single Aspect shunting signal, *Caution*—indicated by a short range Yellow light. (*Figs. 52 to 61, pages 492 and 494.*)

(2) A Single Aspect shunting signal is a lamp placed on the same post as, and below, a semi-automatic signal, and does not normally show a light.

(3) Where a Single Aspect shunting signal is placed on the same post as a Departure signal, the shunting signal must not be used to authorise a movement along the main line into the single line automatic signal block section, but only to authorise a movement along a route which diverges from the main line within the station limits.

(4) On any section listed in the General Appendix to the Book of Rules and the Working Time Table, as amended from time to time and described as a section to which the provisions of this sub-rule apply the *Caution* aspect of a disc signal must be displayed by a Green disc by day and a Green light by night.

67. A backlight where provided shows a white Back lights.
light to the Signaller as follows:—

- (1) In the case of a stop signal, when the signal is at *Stop*.
- (2) In the case of a distant signal, when the signal is at *Caution*.

(*Rules Nos. 68 and 69 reserved.*)

Division 3—Use and Function of Fixed Signals.

70. (1) Fixed signals apply only to trains General
approaching in the proper direction on the line to application
which the signal refers and must not be used for of fixed
any other purpose except as provided in rule 331 signals.
of these rules.

(2) Except as provided in rule 72 of these rules and where special instructions are issued to the contrary where a two aspect running signal is at *Stop* the running signal next in rear of it, and worked from the same signal-box, must also be

Rules 70, 71, 72 and 73

kept at *Stop* and must not be placed to *Proceed* for an approaching train until the train is close to such signal and has been brought quite or nearly to a stand and when the signal is placed to *Proceed* the driver must be prepared to stop at the next signal.

Distant signals.

71. (1) Where a distant signal is provided, it must be fixed at a distance of not less than 400 yards from the point at which the home signal is placed.

(2) Where a distant signal is at *Caution*, a Driver must be prepared to stop short of any obstruction that may exist between that distant signal and the home signal, or outer home signal where provided.

(3) Where a distant signal is placed on the same post as, and below, another fixed signal a Driver must not proceed on to that portion of the line whilst the upper signal is at *Stop*.

Outer home signals.

72. (1) An outer home signal, where provided, is the signal located a short distance outside the home signal.

(2) An outer home signal must be worked in accordance with the rules applying to home signals (*see rule 73*); except that where a train is to be admitted to a loop or siding and a fixed signal is not provided for this movement the outer home signal may be placed at *Proceed* before the train has reached the distant signal.

Home signals.

73. (1) A home signal is a fixed signal displayed at a station, junction, siding, or signal-box.

(*Note: A fixed signal controlling the entrance to an attended or unattended crossing station in a single line automatic signalling area is termed an "arrival" signal. See rule 77.*)

(2) A train must not pass a home signal at *Stop* except as prescribed by—

- (a) rule 64 sub-rule (6). (A semi-automatic signal operating as an automatic signal);
- (b) rule 81 sub-rule (5). (Shunting signals provided);

Rule 73

- (c) rule 110. (Shunting movements where shunting signal is not provided);
 - (d) rule 115. (Defective signal);
 - (e) rule 331. (During pilot working);
 - (f) rule 178. (Staff and Ticket System—Home signals at unattended crossing station);
 - (g) rule 224. (Electric Staff System—Home signals at unattended crossing stations); and
 - (h) sub-rule (3) of this rule.
- (3) Where, at a station at which a home signal is provided for the main line only, an approaching train is to be turned into a siding, or passing or crossing loop, the following procedure must be used, namely:—
- (a) the Driver must bring the train quite, or nearly, to a stand at the home signal;
 - (b) after the Driver has brought the train quite or nearly to a stand, the Signalman must exhibit a *Caution* hand signal which must be given from the facing points only, but not until the facing points leading into the siding, or passing or crossing loop, are correctly set and securely fastened or held for the passage of the train, as provided by sub-rule (2) of rule 101 of these rules; and
 - (c) after receiving the *Caution* hand signal the Driver must draw his train cautiously past the home signal at *Stop*, into the siding, or passing or crossing loop, as the case may be.
- (4) The Driver of any train which has been stopped, or brought nearly to a stand, at a home signal, must, after that signal has been placed to *Proceed*, move his train slowly forward towards the starting signal, and must proceed as far as it is necessary to leave the last vehicle well clear of the points and crossings, and within sight of the Signalman, but no further.

Rule 73

(5) Where by reason of foggy weather, or any other cause, a distinct view of the starting signal cannot be obtained, the Driver must, where practicable, be orally informed that he is to draw forward towards that signal only.

(6) Where the signal-box is between the home and starting signals, the Driver must be prepared to stop at the signal-box, if necessary.

(7) Where a train is allowed to go forward under the *Section Clear but Station or Junction Blocked* signal (Block Telegraph System), the Signaller must, if the train has not already passed the home signal, bring the train to a stand at the home signal, and orally instruct the Driver that the section is clear to the home signal at the block signal-box in advance, but that the station or junction ahead is blocked; when so instructing the Driver the Signaller must exhibit to the Driver a Green flag by day or a Green light by night held steadily in his hand, and after instructing the Driver must immediately move the necessary fixed signals to the *Proceed* position to give permission to proceed.

(8) Where the home signal is at such a distance from the signal-box that it is not possible for the Signaller to communicate orally with the Driver when the locomotive is standing at the home signal, the Signaller must, after bringing the train to a stand at the home signal, place the signal to *Proceed*, to allow the Driver to draw forward to his signal-box, and must thereupon stop the train by exhibiting a *Stop* hand signal and instruct the Driver orally that the section is clear to the home signal at the block signal-box in advance, but that the station or junction ahead is blocked; and thereafter must exhibit a *Clear* hand signal to the Driver, and place the necessary fixed signals to *Proceed*.

(9) Where the train is assisted by a locomotive at the rear, a *Clear* hand signal must also be exhibited to the Driver of the locomotive at the rear of the train.

Rules 73, 74 and 75

(10) At any place where starting signals are not provided and where the authority for the section in advance is not available, the home signal applicable to the line on which an approaching train is to run must be kept at *Stop* until the train is brought quite, or nearly, to a stand, whereupon the home signal must be placed at *Proceed* if it is necessary for the train to enter the station; and where Staff and Ticket, or Electric Staff working is not in operation, the Signaller must orally advise the Driver when the train may go forward into the section ahead.

(11) When the distant signal is at *Caution* the home signal must be kept at *Stop*; and where it is necessary to admit a train which has passed the distant signal at *Caution*, the home signal must be placed to *Proceed*, in accordance with these rules, to allow the train to pass.

(12) The provision of sub-rules (6) to (11) of this rule do not apply to Three Aspect Home Signals.

74. (1) Directing signals are used in station yards for the purpose of directing trains to the various platforms, sidings, or positions to which the signals apply, and for protecting those lines to which they refer. Directing signals.

(2) A directing signal must not be passed at *Stop* except as prescribed by—

- (a) rule 81, subrule (5) (Shunting signals provided);
- (b) rule 110 (Shunting movements where shunting signals not provided); and
- (c) rule 115 (Defective signals).

75. (1) Except on single line automatic signalling areas, starting signals (where advanced starting signals are not provided), and advanced starting signals, control the entrance of trains into the section ahead, and they must not be passed at *Stop* except as provided by this sub-rule, that is to say, in the case of— Starting and advanced starting signals.

Rule 75

- (a) single lines—where a starting signal controls the entrance into a single line section, it must not be passed at *Stop* except as prescribed by—
- (i) rule 81 (Shunting signals provided);
 - (ii) rule 115 (Defective signal);
 - (iii) rule 176—Staff and Ticket System, and rule 206—Electric Staff System (During prolonged obstruction);
 - (iv) rules 367, 376 (Providing assistance to a disabled train);
 - (v) rule 330 (During Pilot Working); or
 - (vi) rules 185 and 217 (Travelling on a Proceed Order),
- of these rules.
- (b) double lines—where a starting or advanced starting signal controls the entrance into a double line section it must not be passed at *Stop* except—
- (i) as prescribed by rule 81 of these rules, where shunting signals are provided;
 - (ii) where the points of a siding or a crossover road are so near to a starting signal or advanced starting signal as to render it necessary for the signal to be passed for station work, and a shunting signal is not provided, a Driver may, for the purpose of that work pass the starting signal or advanced starting signal when at *Stop*, upon being directed to do so by the Signaller, either orally or by a Green hand signal, held steadily in the hand; but he must not proceed on his journey, until the starting or advanced starting signal has been placed to *Proceed*;
 - (iii) as prescribed by rule 115 (Defective signal);
 - (iv) as prescribed by rule 330 (During Pilot Working);

Rule 75

- (v) as prescribed by rule 115, where there is a failure of the signalling apparatus and the signal controlling the entrance of trains into the section in advance cannot be released in which case a train must be brought to a stand and the Driver and Guard must be advised of the circumstances; or
- (vi) where a train is required to enter a section to assist a disabled train.
- (c) single or double lines—where advanced starting signals or departure signals are provided, the starting signal must not be passed at *Stop* except as prescribed by—
 - (i) rule 81 (Shunting signals provided);
 - (ii) rule 115 (Defective signal); or
 - (iii) rule 110 (Shunting movements where shunting signals not provided).

(Fixed signals controlling the entrance to single line block sections in an automatic signalling area are described as "Departure" signals. See Rule 78).

(2) Where a train has gone forward into the section in advance, the starting or advanced starting signal whichever controls the entrance of trains into that section, must be put to, and kept at, *Stop*, until it is again necessary to place it to *Proceed* in accordance with these rules, to permit a following train to pass.

(3) Except where instructions are issued to the contrary, where a train has passed the signal-box and is brought to a stand at the starting or advanced starting signal not being a three aspect signal, the placing of that starting signal (where such signal controls the entrance of the train into the section ahead) or that advanced starting signal to *Proceed*, is an indication that the line is clear to the home signal at the block signal-box in advance, only, and the Driver must regulate the speed of his train in the same way as if he had been orally instructed to proceed under the *Section Clear but Station or Junction Blocked* signal.

Rules 75 and 76

(4) In the event of foggy weather, or where from any other cause a distinct view of a train cannot be obtained, any train awaiting *Line Clear*, must, as far as practicable, be kept within the sight of the Signaller and, unless track circuits or other appliances are provided to indicate to the Signaller the position of that train, it must not be drawn past the starting signal towards the advanced starting signal, except for station work.

Approach
signals.

76. (1) Approach signals, where provided, are situated at some appreciable distance from the point where a three aspect home or arrival signal is placed.

(2) A telephone is provided adjacent to approach signals for the purpose of communicating with the Train Controller, or Signaller where Train Control is not in operation.

(3) An approach signal does not divide a block section.

(4) An approach signal must not be passed at *Stop* but—

- (a) the Driver of a train stopped at an approach signal must immediately communicate with the Train Controller (or Signaller where specially authorised) by means of the telephone provided at the signal, stating the circumstances and—
 - (i) the train number and description;
 - (ii) the Driver's name;
 - (iii) the locomotive number;
 - (iv) the signal number; and
 - (v) the section;
- (b) the Train Controller or Signaller, as the case may be, after the Driver has complied with the provisions of paragraph (a) of this sub-rule, must either instruct the Driver to remain at the signal or pass it at *Stop* according to circumstances;
- (c) if the Driver is instructed to pass the signal at *Stop* he must proceed cautiously towards the home or arrival signal prepared to find the line obstructed, points

Rules 76 and 77

wrongly set, or a broken or misplaced rail and he must stop and examine any points which may exist between the approach signal and the home or arrival signal to ensure they are correctly set for the safe passage of his train; and even if the signal next in advance is at *Proceed* the Driver must be prepared to stop short of any obstruction until he arrives at such signal.

(The signal next in advance of a train indicates the condition of the section ahead of that signal and not the section through which the train is then travelling.)

- (d) where the Driver is unable to communicate with the Train Controller (or Signaller) he must wait one minute and may then proceed past the signal towards the home or arrival signal, observing the precautions laid down in paragraph (c) of this sub-rule.

77. (1) Automatic signals at the entrance to attended and unattended crossing stations are called arrival signals and are located outside the crossing loop points.

Arrival
signals.

(2) An illuminated letter "L", visible at short range only, is displayed at the left of the marker light when the points are set for the loop. *(See figs. 35-36, page 484.)*

(3) When entering a loop a Driver must satisfy himself that the road is clear. *(Note that when the points are set for the loop, the arrival signal controlling the entrance of a train into the station will be at Stop and the "L" light illuminated, which indicates that the road is correctly set but not that it is unobstructed.)*

(4) A train must not pass an arrival signal at *Stop*, for the purpose of entering a crossing loop or a station, to cross another train where—

- (a) the block section in advance of the station is occupied by an approaching train, within the "clearing track circuit" (in

Rule 77

which case the departure signal will be at Stop), but must, if required to enter the station on the main line, wait until that approaching train has arrived in the loop;

- (b) the first train to arrive is required to enter the loop, until
 - (i) the Fireman of that train has set the points so that they are secure for the loop; and
 - (ii) the "L" light is illuminated;and then only where a train is not entering or leaving the station, at the opposite end of the station.

(See rule 246—Automatic Signalling on Single Lines. Note: The "clearing track circuit" sections extend $\frac{1}{4}$ to $\frac{3}{4}$ mile outside the main line facing points.)

(5) In the event of the "L" light not being illuminated upon the points being set for the loop, the Guard of the train must be called to examine the points and, if upon such examination, the points are found to be properly set for the safe passage of the train into the loop, the Guard shall, if no other train is entering or leaving the station, at the opposite end, hand signal his train to enter the loop.

(6) When his train has arrived clear in a loop **and beyond the rear fouling point**, but not before, the Guard shall forthwith set the points in their normal position for the main line and thereupon padlock the points lever.

(7) Where two trains which are to cross arrive at an unattended crossing station at the same time, both trains must be stopped at their respective arrival signal, after which the train to enter the loop must first be brought in and, after the points have been set in their normal position for the main line and the points lever padlocked, by the Guard of the first train, the second train may be brought in on the main line.

Rules 77 and 78

(8) In the case of a light engine which enters the loop, the Fireman must re-set the points in their normal position for the main line and thereupon padlock the points lever.

(9) If the arrival signal is at *Stop* and a crossing is not required to be made, the facing points must be examined by the Fireman of any train requiring to pass over them and if found to be improperly set they must be placed in the correct position and if the arrival signal then fails to exhibit the *Proceed* indication the Driver must communicate that fact to the Train Controller.

(10) Should there be no opposing train movement, the Train Controller must instruct the Driver to pass the arrival signal at *Stop* and the Driver must then take his train slowly towards the departure signal, examining all points over which the train must pass to see they are properly set for the safe passage of the train.

78. (1) Departure signals are—

Departure
signals.

- (a) placed at the entrance to all single line block sections worked under the rules for Automatic Signalling on Single lines of Railway.

(See Rules 225 to 236 and 244 to 271.)

- (b) controlled at interlocked stations by the passage of trains and in addition are subject to control from the signal-box;

- (c) controlled at attended and unattended crossing stations by the passage of trains, except that at some attended stations apparatus is provided to control the departure signal.

(2) If a departure signal fails to exhibit the *Proceed* indication, the Signaller, if at an attended crossing station or the Guard of a departing train, if at an unattended crossing station must see that all the apparatus has been correctly operated in accordance with these rules and then operate the releasing switch, and if the signal then fails to

Rule 78

operate he must immediately communicate with the Train Controller who may either arrange for the departure signal to be passed at *Stop* (*see rule 253*) or the institution of pilot key working, as he may consider necessary.

(3) If a train is detained at a departure signal in a section of line controlled by Centralised Traffic Control the Driver of that train must communicate with the Train Controller at the expiration of five minutes from the time it was first detained and should the departure signal go to *Proceed* after the Train Controller has been advised of the occurrence the train must not be permitted to depart without authority being first obtained from the Train Controller.

(4) A train must not be permitted to pass a departure signal at *Stop*, except as prescribed by—

- (i) rule 66, sub-rule (2) (shunting signal provided);
- (ii) rule 253 (proceed order issued);
- (iii) rule 257 (pilot key working instituted);
- (iv) rule 329 (pilot working instituted);
- (v) rule 384 (assistance to a disabled train);
- (vi) rule 382 (portion of a train left in the section); and
- (vii) rule 389 (prolonged obstruction).

(5) When a departure signal has been passed at *Stop* in accordance with sub-rule (4) of this rule, the Driver of that train must —

- (a) proceed cautiously and be prepared to find the section occupied or obstructed, points wrongly set, or a broken or displaced rail, until a further signal is received for his guidance;
- (b) stop and examine the points in the track section to which the signal at *Stop* applies to make sure they are correctly set for the safe passage of his train and also the doors of switch locks to see they are properly closed; and

Rules 78 and 79

- (c) even if the signal next in advance is at *Proceed*, be prepared to stop short of any obstruction until he arrives at such signal.

(The signal next in advance of a train indicates the condition of the section ahead of that signal and not of the section through which the train is travelling.)

(6) Where apparatus is provided for the purpose of controlling departure signals at attended crossing stations and it is necessary to stop a train which is not scheduled to stop, the Signaller must operate the apparatus for the departure signal concerned and thus place and keep the signal at *Stop* until the train is required to depart.

(7) Where a train is to enter the loop at any such station, the Signaller, before proceeding to admit the train, must operate the apparatus and thus place the departure signal at *Stop*.

(8) Where a train is ready to depart, and the departure signal is at *Stop*, the apparatus must be operated to place the signal at *Proceed*.

(9) Before going off duty at any time the Signaller must see that the apparatus is left in the normal position.

79. (1) Intermediate signals are used to divide the section to facilitate the movement of following trains. Inter-
mediate
signals.

(2) A telephone is provided adjacent to these signals for the purpose of communicating with the Train Controller.

(3) Intermediate signals must not be passed at *Stop*, except as provided in this rule.

(4) The Driver of a train stopped at an intermediate signal must immediately communicate with the Train Controller by means of the telephone provided at the signal, stating the circumstances and—

- (a) the train number and description;
- (b) the Driver's name;
- (c) the locomotive number;

Rules 79 and 80

- (d) the signal number; and
- (e) the section.

(5) Where a Driver has complied with the provisions of sub-rule (4) of this rule, the Train Controller must either instruct the Driver to remain at the signal or pass it at *Stop*, according to circumstances.

(6) Where a Driver is instructed to pass an intermediate signal at *Stop* he must—

- (a) proceed cautiously being prepared to find the section obstructed, points wrongly set, or a broken or displaced rail, until a further signal is received for his guidance;
- (b) stop and examine the points in the track section to which the signal at *Stop* applies to make sure they are correctly set for the safe passage of his train and also the doors of switch locks to see they are properly closed; and
- (c) even if the signal next in advance is at *Proceed*, be prepared to stop short of any obstruction until he arrives at such signal.

(The signal next in advance of a train indicates the condition of the section ahead of that signal and not of the section through which the train is travelling.)

(7) Where a Driver is unable to communicate with the Train Controller he must after waiting track section time, proceed in accordance with sub-rule (6) of this rule.

(8) Track section time referred to in sub-rule (7) of this rule is the running time between a signal and the next signal in advance.

(Note: This rule also applies to semi-automatic signals which are operating as automatic signals, that is when the "A" light is illuminated in accordance with rule 64, sub-rule (6) of these rules.)

Dwarf
signals.

80. Dwarf signals operate in the same manner as semi-automatic signals.

Rules 81 and 82

81. (1) Shunting signals must not be passed at *Stop* except as prescribed by—

Shunting
signals.

(a) rule 110, sub-rule (1) of these rules. Movements to which the signal does not apply; and

(b) rule 115. Defective signal.

(2) Where a shunting signal is at *Caution* that signal indicates that the points are set in the proper position but a Driver or other employee engaged in the movements authorised by such a signal must not assume that the line is clear ahead of the signals, but must be prepared to stop short of any obstruction.

(3) Where a shunting signal is at *Clear* that signal indicates that the points are correctly set up to the next signal, that the line is clear, and the next signal is at *Caution* or *Clear*.

(4) Where a shunting signal is provided on a starting or an advanced starting signal post, the placing of the shunting signal at *Caution* authorises the Driver to pass the starting or advanced starting signal at *Stop* for the purpose of performing station work only, and a train must not be permitted to go forward on its journey unless the starting or advanced starting signal on the post on which the shunting signal is fixed has been placed to *Proceed*.

(5) A shunting signal, when placed below a running signal which does not control the entrance to the section ahead, applies, when placed to *Caution*, for a shunting movement on to a line ahead of that running signal.

PART V—INDICATORS.

82. (1) Points indicators are connected to, and worked with, the points to which they apply. (*They are solely for the purpose of indicating the way the points are set.*)

Points
indicators.

(2) Where a fixed signal is not provided to govern the movement, a Driver of a train must, before proceeding through the points, receive a

Rules 82 and 83

signal, except as provided in rule 178 (Staff and Ticket) or rule 224 (Electric Staff) either orally or by hand from the Guard, Shunter, or Signaller to show that the points have been set for his particular train.

(3) Points indicators fixed on catch or safety points (*see fig. 62, p. 496*) exhibit a Red target by day and two Red lights at night when the points are in their normal (derailing) position, and a Green target by day and two Green lights at night when the points are reversed.

(4) Points indicators fixed on other than catch points (*see fig. 63, p. 496*) exhibit a half Red and half Green target by day and a Red and Green light at night and Green is exhibited on the side for which the road is set.

(5) Points indicators of the type shown in fig. 64, (*page 496*) fixed on catch or safety points exhibit a Red target by day and a Red light at night when the points are in their normal (derailing) position; and a Green band by day, and a Green light at night when the points are reversed.

(6) The indicator referred to in sub-rule (5) of this rule when fixed on other than catch or safety points (*see fig. 65, p. 496*) exhibits a Green band by day and a Green light by night, when the points are in their normal position; and a Red target by day and a Red light by night when the points are reversed.

Arrow and
colour light
indicators.

83. (1) An illuminated Arrow Indicator (*single or double arrow as shown in fig. 66, p. 498*) and a Two Aspect Colour light indicator (*figs. 67-70, p. 498*) may be provided at the facing and trailing ends respectively of points which are the termination of the interlocking in station yards.

(2) Where an arrow indicator exhibits a White arrow light in the facing direction or the related colour light indicator exhibits a bar of Yellow light in the trailing direction, (indicating that the interlocked points are in the normal position) all movement over the interlocked points must be controlled by hand signal from the Shunter.

Rules 83, 84, 85, 86, 87, 88 and 89

(3) Where it is required to enter the interlocked area, the movements are controlled by fixed or hand signals, the light in the arrow indicators will be extinguished and the colour light indicator will display the *Stop* indication, by means of a bar of Red light.

(4) Arrow and colour light indicators may, in addition to being connected to and working with the points to which they apply, have an additional control connected to ensure that the points are also locked before shunting movements take place and the operation of the additional control will cause the lights to change before the points are moved.

(Rule Nos. 84 to 87 Reserved).

PART VI.—WORKING OF POINTS SIGNALS AND SIGNAL BOXES.

88. (1) A signal-box must be kept strictly private and the Signaller must not allow any unauthorised person to enter his signal-box.

Signals to be operated by qualified persons only.

(2) At stations where there is no appointed Signaller, the Station Master, or an employee appointed by him, who holds a certificate of fitness for that duty, will be responsible for the proper operating of the signal-box.

(3) At unattended stations the duty of operating the signals must be carried out by the train crew. (See rules 178, 224, 246, 247, 248.)

(4) A person must not operate the staff or block telegraph apparatus, or the signals or points levers in a signal-box unless he holds a certificate of competency for the Block System in operation at that particular station, and if so required by the Chief Traffic Manager, has been examined and certified as competent to operate the signal-box.

(5) An unauthorised person must not be permitted to operate any signal, points, electric instrument or bell.

89. A person must not move any points which lead to a running line, or from one running line to another, without the permission of the Signaller on duty.

Certain points not to be operated without permission of signaller.

Rules 90, 91 and 92

Equipment
to be kept
clean.

90. (1) Any signal-box and equipment therein must be kept clean and tidy.

(2) A lighted hand signal lamp must be available in each signal-box, for the use of the Signaller, at all times during the hours of darkness or during a fog.

Signaller
leaving box.

91. Where it is necessary for a Signaller to leave his signal-box, while on duty, for purposes other than train working, he must wherever practicable before leaving inform the Signaller on each side of his signal-box of the probable duration of his absence and must place all his signals at *Stop* and enter in the train register book the time of, and the reason for, his absence.

Relief of
signaller.

92. (1) A Signaller must change duty at the appointed time only and a Signaller being relieved must inform the Signaller relieving him as to—

- (a) whether or not the electrical instruments, signals, points and any other apparatus under his control are in good working order;
- (b) what trains, if any, are in the sections under his control, or are signalled; and
- (c) any other matter necessary to enable the relieving Signaller properly to discharge his duties.

(2) A relieving Signaller before taking over must satisfy himself that he has received all information in regard to the matters referred to in sub-rule (1) of this rule.

(3) A Signaller leaving duty, after giving all necessary information to his relief, must leave the signal-box without delay.

(4) A Signaller, on his arrival on duty and again on leaving must enter the time of his arrival or departure as the case may be and his signature immediately under the last prior entry in the train register book.

Rules 92 and 93

(5) A Signalman opening a signal-box must, as soon as possible thereafter, satisfy himself that the electric instruments, signals, points and other apparatus are in proper working order.

(6) As soon as practicable after changing duty, the Signalmen changing must compare their clocks with the clocks in the signal-boxes on each side and a note of that circumstance must be recorded in the train register book.

(7) Where an adjustment is made to the time shown by the clock in a signal-box particulars of the adjustment made must be noted in the train register book immediately under the last preceding entry.

93. (1) Every Signalman must see that points, signals, interlocking, and electric and other apparatus under his control are kept in perfect working order and are promptly returned to normal, after use.

Signalmen
to check
equipment.

(2) In every case where apparatus is defective or is not properly cleaned and oiled—

(a) the Signalman must immediately report that fact to the Station Master under whose supervision he acts and to the Ganger, Maintainer or other person in charge of repairs; and

(b) the Station Master must, where necessary, telegraph or telephone the circumstances to the proper authorities.

(3) Unless instructions are issued to the contrary, points and signals not in daily use must be tested at least once in each week.

(4) Any irregular working, or failure of the proper working of, any fixed signal must immediately be reported, by the person observing the irregularity or failure, to the Station Master and also to that person's superior officer.

(5) A Signalman must not apply undue force in the operation of levers and before attempting to operate any lever, the Signalman must satisfy himself that conditions are suitable for the intended movement.

Rules 93, 94, 95 and 96

(6) Where any point, point motor, crossing, rail, check rail or interlocking apparatus is damaged or strained, that circumstance must immediately be reported to the Station Master and to the Ganger or Maintainer and all trains approaching the damaged apparatus must be stopped, or, where necessary, be allowed only to pass slowly over that apparatus until the damage has been repaired.

(7) An authorised employee of the Civil Engineering Branch must certify that the line is in order when repairs to damaged apparatus are completed.

Catch points, derailleurs and scotch blocks to be secured in position.

94. Catch points, derailleurs, and scotch blocks must be set to secure safety, and, except where movements are required to be made over the line on which they are provided, they must be kept in position and, where provision is made for padlocking, padlocked, to prevent any vehicles escaping on to running lines.

Runaway catch points to be kept open, normally.

95. Runaway catch points worked from signal-boxes must, normally, be kept open in order to prevent any vehicle running back and where it is necessary for a movement to be made over runaway catch points in the facing direction, care must be taken, whether they are worked from a signal-box or not, to ensure that the points are properly set and secured for the movement.

Signalmen to watch that signals obey lever movements.

96. (1) A Signalman operating a signal lever must, except in the case of a colour light signal which faces away from the signal-box, watch the signal to ascertain that it goes fully to the required position or aspect; and where a fixed signal is out of the Signalman's sight and its working is indicated by a repeater in the signal-box, he must satisfy himself by means of the repeater that the signal is working properly.

(2) A Signalman must keep the signal wires adjusted by means of the regulating appliances to compensate for expansion and contraction caused by variations of temperature.

Rules 96, 97 and 98

(3) Where a signal-box is switched out during certain times of the day the Signalman must ensure that the tension on the signal wires, at the time of switching out, is such that the signals will display the proper indication during the time the signal-box is switched out.

(4) During the time a signal-box is switched out, the person in charge of the station at which the signal-box is situated must be responsible for seeing that the correct indication is displayed by the signals worked from the signal-box.

(5) Where the distant signal worked from one signal-box is fixed near to another signal-box, the Signalman at the latter signal-box is responsible for seeing that the signal is working correctly and that when necessary the light is burning properly but nothing in this sub-rule relieves the Signalman from whose signal-box the distant signal is operated from satisfying himself that the signal is functioning correctly.

97. (1) A train or vehicle must not be permitted by any person to foul any running line, without the permission of the Signalman.

Running lines not to be fouled without permission.

(2) A line must not be obstructed or occupied until the signals applicable to that line have first been placed at *Stop*.

(3) Before placing a running signal to *Proceed* the Signalman must ascertain that the line on which the train is about to run is clear and properly protected.

98. (1) Should a Signalman become aware of any obstruction upon, or defect, in, a line, he must place and maintain the necessary fixed signals at *Stop*, and take such other steps as may be possible in the circumstances to prevent any train approaching the obstruction, until the line is clear and safe.

Signalmen to prevent trains from approaching obstructions.

(2) A Signalman must, as far as practicable, watch each train as it approaches and passes, to ascertain whether there be any need to take emergency action.

Rules 98, 99 and 100

(3) Where any appliance is provided which requires to be operated by the Signaller to serve as a reminder that certain levers must not be operated, the Signaller must make prompt use of that appliance.

Illuminated
track circuit
diagrams.

99. Where track circuits are installed, an illuminated diagram may be exhibited in the signal-box to indicate to the Signaller when a train enters or occupies each track circuit under his control.

Failure of
track
circuits.

100. (1) Where a track circuit fails the Maintainer must be advised at once.

(2) Should it not be possible to effect repairs immediately and it becomes a matter of urgent necessity to operate the affected points and signals by disengaging the lever lock, this may be done by either a duly authorised employee of the Signal and Telecommunications Sub-Branch, or by the Signaller in the presence of another Traffic Branch employee qualified in safeworking, but by no other person.

(3) Before disengaging the lever lock in the circumstance mentioned in sub-rule (2) of this rule, the Signaller and the other employee concerned therewith must satisfy themselves that it is safe to do so, and a report must be drawn up in duplicate and signed by both, of which one copy must be forwarded to the Chief Traffic Manager, and one to the Signal and Telecommunication Engineer.

(4) Should any further failure of the track circuit occur such failure must be treated separately to any prior failure and the lever lock must not be again disengaged except as provided in this rule.

(Note: The foregoing provisions of this rule do not apply to the Electric Switch Lock referred to in rule 237.)

(5) Each case of failure must be reported by telegraph or telephone to the Chief Traffic Manager, the District Traffic Superintendent, the

Rules 100, 101 and 102

Signal and Telecommunication Engineer, and the District Electrical Supervisor, and a fault form must be prepared in triplicate, by the Signaller concerned.

101. (1) The Signaller must see that all levers, whether in the normal or reverse position, are secured by the catch being firmly down in the notch of the locking frame and must whenever practicable, assure himself by observation that points have obeyed the lever and are in the proper position.

Levers and points to be locked or secured.

(2) Facing points, not worked from a locking-frame, which lead to or from a running line, must be securely fastened or held for the passage of each train.

(3) Points which lead to a running line, and are not worked from a locking frame must be padlocked or otherwise securely fastened in their normal position, so that no vehicle or train can foul the path of another.

102. (1) A Signaller must—

- (a) place a distant signal at *Caution* immediately it is passed by a train; and
- (b) place any other signal at *Stop* immediately the last vehicle of a train has passed it, except that where—
 - (i) there are facing points in advance of the signal, he must not place it at *Stop*, until the train has passed over those points, unless mechanical or other appliances are provided which permit of the signal being placed at *Stop*, without releasing the security of the interlocking;
 - (ii) a train is brought to a stand, with its rear portion outside a signal, he must place that signal at *Stop*; and
 - (iii) the Signaller is required to leave the signal-box to admit a train into a loop, after the outer home signal

Duties of signallers after the passing of trains.

Rules 102 and 103

has been placed to *Proceed* in accordance with rule 72 of these rules, he must place that signal to *Stop* immediately the train has been admitted; but if the Signaller is not required to leave the signal-box to admit a train into a loop he must place the outer home signal at *Stop* in accordance with the provisions of this rule.

(2) Where, at any place a signal automatically goes to *Stop* before the whole of the train has passed that signal, and it is controlled from a signal-box, the lever must be placed in the normal position, in accordance with this rule.

Changing
proceed
signal to
stop.

103. (1) Where a fixed signal has been placed to *Proceed* for the passage of a train, that signal must not, except in case of accident or obstruction, or as provided in sub-rule (2) or (3) of this rule, be replaced at *Stop* before the train has passed it, in accordance with rule 102 of these rules, or the train has come to a stand.

(2) After a signal has been placed at *Proceed* for a train to start and it is found necessary for the signal to be replaced to *Stop* before the train starts, the Signaller must, wherever practicable, before allowing any obstruction of the line to which the signal applies, or before reversing the points, satisfy himself that the Driver is aware of the signal being placed at *Stop* but nothing in this sub-rule relieves the Driver of the responsibility of satisfying himself as to the position of a signal by personal observation before starting.

(3) Where two or more trains approach a junction at, or nearly at, the same time, and the signals have been placed to *Proceed* for a train which should have been kept back for the passage of another, the Signaller must not attempt to alter the order of the trains by reversing the signals, but must place and maintain them all at *Stop* until all the trains have been brought to a stand, when precedence may be given to the proper train.

Rules 104, 105 and 106

104. (1) Where a Driver brings his train to a stand when approaching, or about to pass, signals which have been placed at *Proceed*, he must, before restarting, again observe the position of the signal.

Duties of
drivers
stopping at
proceed
signal.

(2) If unable to proceed in the usual course, the Driver must arrange for the Signaller to be advised immediately.

105. (1) Where trains which have to cross each other are approaching a staff station at the same time in opposite directions, and no provision exists for receiving trains on non-converging lines, the signals in both directions must be kept at *Stop*; and where the train required first to be admitted into the station has been brought, quite or nearly, to a stand, the home signal applicable to that train may be placed at *Proceed* to allow it to draw forward to the station or to the starting signal, and, after it has come to a stand and the Signaller has seen that the line on which the other train will arrive is quite clear, the necessary signals for that other train may then be placed at *Proceed*.

Working the
crossing of
trains.

(2) Except where three aspect signals are in use, where a train is approaching a staff station, and the staff for the section in advance has not been obtained, any fixed signal applicable to the line upon which that train has to run must be kept at *Stop* until the train has passed the distant signal and is approaching the home signal, well under control, whereupon the home signal may if necessary, be placed at *Proceed* to allow the train to enter the station, in accordance with the provisions of sub-rule (2) of rule 70 of these rules.

106. (1) Except where signals are automatically lighted on the approach of a train or where otherwise directed by the Chief Traffic Manager, every signal lamp must be lighted before dusk and during foggy weather and must not be extinguished before daylight or during the continuance of the foggy weather.

Signal lamps
to be
lighted.

Rules 106 and 107

(2) Where it is necessary for any signal on a post to be lighted every other signal at a station showing in the same direction must, unless otherwise directed by the Chief Traffic Manager, be lighted.

Signalmen
to be advised
when points
or lines are
clear.

107. (1) During shunting operations, the Guard or Shunter must, in order to avoid the Signalman prematurely moving points, indicate to the Signalman concerned that the last vehicle, or, as the case may be, the locomotive being shunted is clear of the points over which that vehicle or locomotive has passed; and that indication must be given by means of a *Clear* hand signal from the points, or as near to them as possible.

(2) Where a light engine has, or engines coupled together have, passed from one running line, and come to a stand on another running line, or whenever it or they are clear of all running lines, the *Clear* hand signal must be exhibited by the Driver or Fireman on that engine or, as the case may be, on the rear engine.

(3) Where a complete train has set back from a running line into a siding or loop or through a crossover to another running line and the locomotive of that train is near the points when the movement has been completed, an intimation of that fact will be given by the Driver or Fireman in accordance with procedure laid down for light engines in sub-rule (2) of this rule.

(4) Whenever it is necessary to shunt a vehicle on any running line, the Guard or Shunter concerned must satisfy himself that no vehicle has, during the course of that operation, become detached and left upon any running line.

(5) Whenever shunting operations are completed, the Signalman, before signalling any other movement to pass over any running line or lines concerned, must first see, or have received an indication from the Guard or Shunter, that those running lines are clear.

Rules 108, 109 and 110

108 (1) Unless special permission be given for that purpose, no train or vehicle must be placed outside a home signal where the line is on a falling gradient towards the signal-box in the rear.

Trains or vehicles not to be placed outside home signals without precautions.

(2) On any double lines where automatic signalling is in force, a train or vehicle must not be placed outside the home signal, until a competent Handsignalman, provided with the necessary signals, has been sent back along the line about to be obstructed, with instructions to exhibit a Red hand signal, and to place detonators on the line in accordance with rule 341 of these rules.

109. (1) Should a Signalman become aware that any cattle, horse, or other animal is on the line, and likely to cause an obstruction, he must immediately inform the Signalman at the box in the rear of that event, by means of the telegraph or telephone, and take the necessary steps to have the line cleared, and until it has been ascertained that the line is clear, any train allowed to proceed must be brought to a stand by the Signalman concerned and the Driver must be orally informed of the circumstances, and instructed to proceed cautiously.

Duties of signalmen becoming aware of obstructions.

(2) Where there is a tunnel in an obstructed section, a train must not be permitted to enter that tunnel until the Driver has ascertained that it is clear.

(3) Where, in the event mentioned in sub-rule (1) of this rule, a Signalman has ascertained that the line is clear, he must advise the Signalman at the other end of the section which was obstructed of that fact and trains may thereupon be allowed to proceed in the ordinary manner.

PART VII—SIGNALLING IN CONNECTION WITH TRAINS SHUNTING, OR RUNNING IN THE WRONG DIRECTION.

110. (1) Where fixed signals are not provided the movement of trains—

(a) in the wrong direction on any running line;

Certain movements of trains to be specially authorised.

Rules 110 and 111

- (b) shunting from one running line to another;
- (c) shunting along running lines; or
- (d) shunting into or out of sidings connected with running lines,

must be authorised either orally or by hand lamp or flag, as occasion may require; and where any such movement has been so authorised, all conflicting fixed signals must be maintained at *Stop*.

(2) Any hand signal required under this rule must be given by the Signaller concerned from the signal-box, or by a Flagman acting under the instructions of that Signaller.

(3) Nothing in this rule authorises any person to permit a train to pass a starting or departure signal controlling the movement on to a single line section.

PART VIII—DETENTION OF TRAINS AT SIGNALS ON RUNNING LINES.

Procedure
on detention
of trains at
signals.

111. (1) Upon the detention of a train at a running signal, in the case of—

- (a) a two aspect signal or a three aspect semi-automatic signal, except a home signal, on a section of line controlled by Centralised Traffic Control—
 - (i) the Driver must immediately sound the locomotive whistle;
 - (ii) the Signaller must, if he cannot allow the train to go forward immediately, at once exhibit a *Stop* hand signal to the Driver;
 - (iii) if a *Stop* hand signal is not given as provided by this sub-rule, the person designated in sub-rule (3) of this rule must immediately proceed to the signal-box and remind the Signaller of the position of the train;
 - (iv) if the train is detained for more than five minutes after the Signaller has exhibited the *Stop* hand signal, the person designated in sub-rule

Rule 111

- (3) of this rule must thereupon proceed to the signal-box and remind the Signaller of the position of the train;
- (v) in foggy weather or where from any other cause there is not a clear view between the signal-box and the train, the person designated in sub-rule (3) of this rule must, on the train coming to a stand, immediately proceed to the signal-box and inform the Signaller of the position of the train; and in the event of the signal-box being closed he must advise the Driver accordingly;
 - (vi) in the event of a signal-box being closed the Driver must act as laid down in rule 117 of these rules.
 - (vii) where a telephone is provided adjacent to that signal, the Driver must immediately communicate with the Signaller, and must continue to do so at intervals not greater than five minutes; and
 - (viii) where communication is made with the Signaller by telephone it shall not be necessary for the person designated by sub-rule (3) of this rule to proceed to the signal-box;
- (b) a three aspect semi-automatic home signal on a section of line controlled by Centralised Traffic Control—
- (i) where the home signal is at *Stop* the Driver must immediately communicate with the Controller by means of the telephone there provided;
 - (ii) if the signal has failed and there are no opposing train movements the Controller must instruct the Driver to pass the home signal at *Stop* to enter the station;

Rule 111

- (iii) upon being instructed to pass the home signal the Driver must then take the train slowly towards the departure signal examining all points over which the train must pass to see that they are properly set for the passage of the train;
- (iv) the Controller must determine whether a train to which the provisions of this sub-rule applies is to enter a station on the main line or on a loop;
- (v) should the Controller require the train to enter the loop, he must set the points accordingly and if the points fail to operate correctly the Driver must call the Guard;
- (vi) should the Driver be informed that the services of the Guard are required for train working purposes he must call the Guard by giving four (4) long whistles and the Guard must thereupon communicate with the Controller and act under his instructions; and
- (vii) if a whistle signal does not bring response from the Guard, the Fireman must be sent to call him;
- (c) three aspect automatic signals and departure signals, the Driver must act in accordance with—
 - (i) rule 76 sub-rule (4) (Approach signals);
 - (ii) rule 77 (Arrival signals);
 - (iii) rule 78 sub-rules (2), (3), (4) and (5) (Departure signals); or
 - (iv) rule 79 sub-rule (3) (Intermediate signals).
- (2) Where a train or any vehicle has—
 - (a) passed a running signal for the purpose of being crossed to another line or of being let into a siding; or
 - (b) been shunted on to the opposite running line; or

Rule 111

- (c) been placed on either a main or a branch line at a junction; or
- (d) been shunted from a siding on to a running line,

the person required to proceed to the signal-box, under sub-rule (3) of this rule must, when the train or vehicle comes to a stand and is detained, immediately proceed to the signal-box and remind the Signaller of the position of the train or vehicle and must, except as provided in sub-rule (7) of this rule, remain in the signal-box until the Signaller can give permission for the train or vehicle to proceed or to be shunted clear of the running lines.

(3) Where a person is required to proceed to a signal-box under this rule, that duty must be performed by the Fireman, Shunter or Guard or, where two Guards are employed, by the Assistant Guard, whoever is nearest to the signal-box, but in the case of—

- (i) a passenger train with only one Guard, the duty must be performed by the Fireman of the leading engine;
- (ii) a train where a Fireman is not employed, the Guard or Shunter must perform the duty; and
- (iii) light engines the Fireman must perform the duty.

(4) The Guard or Shunter in charge of a train must satisfy himself that the person whose duty it is to proceed to the signal-box under the provisions of sub-rule (3) of this rule has, in fact, proceeded and the Guard or Shunter, as the case may be, will be held responsible for seeing that the train or vehicles are properly secured.

(5) Except where a signal-box to which a person has proceeded under sub-rule (3) of this rule is ahead of the signal, the Signaller must allow sufficient time for that person to rejoin his train before the signal is placed to *Proceed*; and the Driver of the train must not go forward until he has received a *Clear* hand signal from the person

Rules 111 and 112

rejoining the train that he has, in fact, rejoined the train; but where the signal-box is ahead of the signal, the Signaller is not required to wait until that person has rejoined his train before placing the signal to *Proceed*, and in that case the Driver must draw forward and stop to enable that person to rejoin the train.

(6) A person required to proceed to a signal-box under sub-rule (3) of this rule must satisfy himself by personal inquiry that the Signaller is aware of the obstruction, and has protected the train.

(7) Where lever clips or other mechanical or electrical appliances are provided to serve as a reminder to the Signaller that certain signals must be kept at *Stop*, he must make prompt use of those appliances and the person who has proceeded to the signal-box in accordance with sub-rule (3) of this rule must satisfy himself by his own observations that this has been done and thereupon return to his train.

PART IX—SPECIAL STATION YARD WORKING.**Duties of
signalmen.**

112. (1) Special Station Yard Working is in force at those places specially authorised by the Chief Traffic Manager.

(2) Where the traffic at any station is worked under special instructions, the Signaller, before exhibiting the signals for a train to enter the station, must satisfy himself that those special instructions have been complied with, and that the line is clear to the point to which the train has to run; but, where the Signaller is in doubt, or where another train is at the place to which the former train has to run, he must stop that former train, and, caution its Driver both orally and by the exhibition of a *Clear* hand signal, before he allows it to enter the station.

(3) Where the home signal is at such a distance from the signal-box as to make it impossible for the Signaller to communicate orally with the

Rules 112 and 113

Driver when the locomotive is standing at the home signal, the Signaller must, after bringing the train to a stand at the home signal, place that signal to *Proceed* to allow the Driver to draw to his signal-box, and must thereupon stop the train at his signal-box by exhibiting a *Stop* hand signal.

(4) Where a train has been stopped at a signal-box under sub-rule (3) of this rule, the Driver must be orally instructed to proceed cautiously to the rear of any previous train (or other obstruction), and a *Clear* hand signal must be exhibited by the Signaller to the Driver.

(5) Where it is necessary to admit a train to the rear of another train, and that other train is standing between the signal-box and the home signal, the Signaller must communicate with a Shunter and instruct him to inform the Driver of the train to be so admitted of what is about to be done, and thereupon to pilot the train from the home signal to the rear of the standing train, after he has received a *Clear* hand signal from the signal-box.

(6) Before instructing a Shunter to pilot a train past a home signal which is controlled from another signal-box, a Signaller must confer with the Signaller at that other signal-box and obtain his permission to do so.

(7) Where a shunting signal is provided, it must be used and it is not then necessary to give the *Clear* hand signal or to stop a train at the signal-box under sub-rule (3) of this rule, but the train must, unless instructions are issued to the contrary, be brought to a stand at the home signal, before the shunting signal is placed to *Proceed*, to allow the train to draw forward, as far as the line is clear.

113. (1) Where a signal is exhibited to allow a train to run upon a line in a station or upon a siding, or to leave a station or siding, and a second train is following, the Driver of the second train must follow at such a distance as will enable him

Drivers not
to act on
clear signals
given to
another
train.

Rules 113, 114 and 115

to avoid colliding with the former train in the event of its being stopped, and he must bring his train to a stand at the signal, and not pass it until it has been replaced to the *Stop* position and the signal to proceed is again exhibited.

(2) Where the necessary fixed signal is exhibited to allow a second train to leave a station or siding to run towards a train ahead of that signal, the Driver of the second train must proceed at such a speed as to be able to stop before reaching the train ahead of the signal.

No setting
back
without
permission.

114. At a station where Special Station Yard Working is in force a person must not make any setting back movement unless the Signaller controlling the entrance of trains to the station has given permission, either orally or by fixed signal, to do so.

PART X—DEFECTIVE SIGNALS, POINTS ETC.

Hand
signalmen
to be
appointed.

115. (1) Where a fixed signal, other than an automatic signal or a departure signal, becomes defective or is not working efficiently, a competent person must be placed at that signal with hand signals and detonators and act under the instruction of the Signaller; and the distant signal applicable to the lines affected must be kept at *Caution* by the Signaller until the defect has been made good.

(2) Where a defective signal can be placed at *Stop* the Signaller must keep it at *Stop* until it is again in working order and must place lever clips or other appliances on the levers concerned.

(For approach signals see rule 76, for arrival signals see rule 77, for departure signals see rule 78, sub-rules (2) and (3), for intermediate signals see rule 79, sub-rule (3).)

(3) Should the interlocking of a lever frame or any facing point, bolt, or bar be out of order, as many competent persons as may be necessary, provided with hand signals and detonators, must be appointed to act under the instructions of the Signaller in charge of the signal-box, and the

Rules 115 and 116

distant signal applicable to the lines affected must be kept at *Caution* and lever clips or other appliances must be placed on the levers concerned by the Signalman.

(4) A Handsignalman appointed under this rule must act in accordance with rule 116 of these rules.

116. (1) A Handsignalman must ascertain from the Signalman under whom he is appointed to act what train he is to bring forward, and he must, before signalling it forward, inform the Signalman as to the position of all points and satisfy himself by personal observation that they are set and secured in position for the line on which the Signalman intends the train should run.

Duties of
Handsignal-
men.

(2) A Handsignalman must, when signalling a train forward, stand near to the signal for which he is acting, in order that his signal may not be mistaken by a Driver on any other line, and should it be necessary to stop, or reduce the speed of, an approaching train, the Handsignalman must exhibit a *Stop* hand signal to the Driver until the train has been stopped or the speed sufficiently reduced, and then, if permission can be given for the train to proceed, he must exhibit a *Clear* hand signal.

(3) A Handsignalman must work under the instructions of a Signalman only, and a Signalman must take care that a Handsignalman is properly instructed as to his duties, and understands what he has to do.

(4) Where practicable, the Station Master must select suitable persons from his own staff to act as Handsignalmen but where this cannot be done he must apply to the Inspector of Permanent Way for that section or to the nearest Ganger for Repairers competent to act as Handsignalmen.

(5) Where the interlocking is out of order, facing points must not be set so that a train can cross the path of another train.

(6) Where a defective distant signal cannot be placed at *Caution* or during the temporary absence of such a signal, a Handsignalman must be stationed just outside that signal or at the place

Rule 116

it occupied, and there exhibit a *Caution* hand signal to the Driver of every approaching train and must keep one detonator on the rail of the line to which the signal applies, until the signal has been repaired or replaced, or fixed in the *Caution* position.

(7) Where a defective distant signal is on the same post as a *Stop* signal, a *Stop* signal must be exhibited by the Handsignalman at the signal or at the place it occupied when it is necessary to stop trains, and a *Caution* hand signal must be exhibited when authority is given by the Signalman for trains to proceed.

(8) If a defective distant signal can be kept at *Caution*, it must be so kept by the Signalman until again in working order, and in such event, a Handsignalman need not be appointed.

(9) The Signalman at the box in rear of that signal must be advised by the Signalman if a distant signal cannot be placed at *Caution*, or a home signal cannot be placed at *Stop*, or of the temporary absence of such a signal, or if the light is out when it should be burning, and the former Signalman must stop all trains proceeding in the direction of that signal and advise the Drivers of the circumstances and where the signal forms one of a group, all trains approaching that group of signals in the same direction on other lines must be similarly dealt with.

(10) Where any signal in advance of a home signal cannot be placed at *Stop*, the Signalman concerned must not permit any train to pass the fixed signal next in rear of the defective signal, unless or until he has advised the Driver of the circumstances, or a Handsignalman has been appointed, or permission has been obtained from the box in advance for the train to proceed.

(11) During the temporary absence of a signal in advance of a home signal, or where the light of any such signal is out at a time when it should be burning, the Signalman working the signal must not permit any train to pass the fixed signal

Rules 116 and 117

next in rear of the defective signal, unless he is able to advise the Driver of the circumstances or a Handsignalman has been appointed, and where the signal forms one of a group, all trains approaching that group of signals in the same direction on other lines must be similarly dealt with by the Signalman.

(12) Where a signal is defective, but the interlocking is in order, the Signalman must use the lever applicable to that signal to obtain the security of the interlocking, and the counter-balance weight must, where necessary, be disconnected by the man in charge of the repair work.

117. (1) The indication of two *Proceed* signals at a place where two or more lines diverge or converge must be taken as a *Stop* signal and the fact reported to the Signalman or Station Master concerned.

Certain
signals to be
taken as
stop signals.

(2) A signal imperfectly displayed or the absence of a signal at a place where a signal is ordinarily shown or the exhibition of a White light or no light where a Red, Yellow or a Green light ought to be seen must be taken as being a *Stop* signal, except that where the day indication can plainly be seen that indication must govern procedure.

(3) Where a signal such as is mentioned in sub-rule (2) of this rule is a fixed signal, worked from a signal-box that is known to be closed or where at the closed signal-box a signal is at *Stop*, the Driver observing it must proceed cautiously, prepared to stop short of any obstruction, until he receives a further signal for his guidance, and must report the circumstances to the Signalman at the next signal-box.

(4) Where a Driver has previously been advised by the Signalman at the rear of any circumstance to which this rule applies, he is relieved of the obligation of reporting that circumstance.

Rule 118**PART XI—FIXING, REMOVING AND REPAIRING SIGNALS OR APPARATUS FOR WORKING SIGNALS AND POINTS.**

Work in connection with certain equipment to be carried out by Civil Engineering Branch only.

118. (1) Unless otherwise provided by these rules a person, other than a properly authorised employee of the Civil Engineering Branch, must not perform any work whatsoever in connection with the permanent way, points, instruments, or signalling appliances.

(2) Before any erection or removal of signals or other work, affecting points, signals, track circuits, or other apparatus, which may interfere with the safe working of the line is undertaken, the person in charge must, unless arrangements for the work have previously been made between the Civil Engineering Branch and the Traffic Branch, and the necessary notice issued by the Chief Traffic Manager, communicate with the District Traffic Superintendent, Traffic Inspector, or Station Master, as the case may be, who must make any special arrangements necessary for the working of traffic during the time those alterations or repairs are being effected; and where there is no Station Master or Signaller, and no special arrangements have been made with the Traffic Branch, the person in charge of the work must provide for the safety of the line, in accordance with rule 532 of these rules.

(3) Except as provided in rule 121 of these rules where any work involves the disarrangement of the interlocking apparatus, or the disconnection of signals, points, derailleurs, facing point locks or bars, fouling bars, detectors, track circuits, treadles, or level crossing gates or booms, the person in charge must before the work is commenced, give to any Signaller concerned full particulars of what is about to be done and the Signaller must enter in the train register book the words "Locking disarranged" with the numbers of the levers which are to be interfered with; and the person in charge and the Signaller must sign the entry and the time must be recorded by the Signaller.

Rules 118, 119 and 120

(4) Should a change of Signalman take place during the progress of the work, the Signalman coming on duty must countersign the entry made under sub-rule (3) of this rule.

(5) Where work is being performed under this rule a Handsignalman must be appointed when necessary to ensure the safe working of trains during the continuance of the work.

119. (1) Before interlocking is disarranged, or a facing point, or facing point lock or bar, is disconnected, the person in charge of the work must satisfy himself that any Handsignalman, appointed under rule 118 of these rules, is at his post.

Precautions to be taken before certain equipment is disarranged or disconnected.

(2) Where—

- (a) two aspect signals are provided the person in charge of the work must disconnect, and fix at *Caution*, the distant signals applicable to the lines affected; and
- (b) three aspect signals are in operation the person in charge of the work must disconnect the electrical circuits controlling the signal in the rear of the signal protecting the work, so that it will exhibit *Caution* or *Stop*, only.

(3) Before repairs to level crossing gates or booms, involving the disconnection of the interlocking, are commenced, the person in charge of the work must comply with the provisions of sub-rules (1) and (2) of this rule.

(4) Where a track circuit or other apparatus performing a similar function is disconnected the Signalman must, be informed whenever that portion of the line concerned is occupied by a train, and also when it is clear.

(5) Where any disconnection locks a signal in the rear which is worked from a signal-box, that signal must be regarded as a defective signal and dealt with accordingly. (*See rule 115.*)

120. (1) Where any work affecting interlocking is completed, the Signalman, after receiving an assurance from the person in charge of the work

Procedure on completion of work on equipment.

Rules 120 and 121

that everything is in order, must try the levers concerned and if everything is found to be correct the Signaller must enter in the train register book, the words "Locking Restored," and the time and the entry must thereupon be signed by both the Signaller and the person in charge of the work.

(2) Where additions or alterations are to be made to any interlocking, on completion of the work the locking must be tested by a competent employee of the Civil Engineering Branch in the presence of a competent Traffic Branch employee; and where the locking is found to be in order an entry must be made to that effect in the train register book and be signed by both employees and must be noted by every Signaller concerned.

Precautions
to be taken
in respect of
work on
apparatus
operated by
remote
control.

121. (1) Where any work is to be carried out in respect of points, signals or other apparatus operated by remote control and telephone communication is available, between the place where that work is to be carried out and that at which the remote control is operated, the work must not be commenced until—

(a) the person in charge of the work—

- (i) has satisfied himself that Handsignallermen are available at such places as they may be necessary; and
- (ii) has made application, by telephone, to the Operator of the remote control for authority to commence the work, in terms of form SW 39;

and

(b) where the Operator is able to give approval for the work, the operator—

- (i) has repeated back to the person seeking approval the first portion of the form SW 39;
- (ii) has given the necessary approval to enable the second portion of the form to be completed;
- (iii) has given the time at which the work may be commenced and must be finished; and

Rules 121, 122 and 123

(iv) has given his name and an approval number.

(2) Upon the completion of the work to which this rule refers—

- (a) the Maintainer must forward advice of the completion as set out in the third portion of form SW 39; and
- (b) the Operator, after trying the levers or keys affected by the work, must report back to the Maintainer who must thereupon complete the final portion of the form SW 39.

(3) Notwithstanding the foregoing provisions of this rule, where alterations or additions are made to the interlocking at a remote location notice of a certificate of test may be given to the Operator by telegram.

(4) Every form SW 39 must be retained in its book and completed books must be kept intact for the space of twelve months.

122. (1) Where any signals or points are disconnected for repair or other purposes and the interlocking is in order, the Signaller must use the lever applicable to any disconnected signal or points to obtain the security of the interlocking; and the signal and counter-balance weight must, where necessary, be disconnected by the Maintainer.

Procedure where points or signals disconnected to secure interlocking.

(2) Where the interlocking is being repaired, altered or cleaned, the Maintainer must not, except for testing purposes and then only with the permission of the Signaller, move any lever, but must ask the Signaller to move it and the Signaller must not move any lever concerned, without first obtaining the permission of the Maintainer.

123. (1) Where an automatic signal (other than a departure signal) is inoperative during repair or other work, a Hand signalman must be stationed at that signal and must there exhibit a *Stop* signal to the Driver of every approaching train, until the signal has been repaired.

Hand signalman to be appointed where certain automatic signals inoperative

Rules 123 and 124

(2) After a train has been brought to a stand, the Driver must be advised of the circumstances and act in accordance with the Handsignalman's instructions.

(3) Where it is unnecessary for the train to be detained, the Handsignalman must instruct the driver to proceed to the next signal with caution.

(4) The Handsignalman must act in accordance with instructions received from the Train Controller.

(5) Where previous arrangements have not been made between the Civil Engineering and Traffic Branches, the Signalman at the box in the rear of an inoperative automatic signal must be informed by the Maintainer as to what is to be done, and the Signalman must stop all trains proceeding towards the signal concerned and advise each Driver of the circumstances.

(Note: When a departure signal is inoperative during repair or other work the provision of rule 78, sub-rules (2) and (3) must be observed.)

**Duties of
handsignal-
man.**

124. (1) The Handsignalman appointed in accordance with rules 118 and 123 of these rules must be provided with hand signals and detonators.

(2) The Handsignalman must act in accordance with rule 116 of these rules and the following provisions must be observed, namely:—

- (a) where it is necessary to pass a train over points which are disconnected, the Signalman must obtain an assurance from the Handsignalman that the points are in their proper position and secured before passing the train over them;
- (b) where points are to be disconnected from the signal-box, the Handsignalman must, where necessary, be assisted by the attendance of a man at each pair of points, or at a number of points;
- (c) where points are not immediately required for the passage of a train, those points may be moved to suit the convenience of the Maintainers working at them;

Rules 124, 125 and 126

(d) whenever a train is required to pass, the Handsignalman must inform the men assisting him and ensure that the points concerned are in their proper position and secured for the passage of the train; and after the points have been set they must not again be altered until the Handsignalman gives authority for this to be done.

(3) Where repairs to level crossing gates or booms involve the disconnection of the interlocking, a Handsignalman must attend to the working of the gates and the protection of the crossing.

125. (1) A new signal must not be brought into use and an alteration must not be made in the position or use of an existing signal, without the authority of the Chief Traffic Manager.

New signal not to be brought in to use without authority of Chief Traffic Manager. Signals not in use.

(2) When not in use, semaphore signals must be distinguished by two pieces of wood fixed to the arm in the form of a cross (*as shown in fig. 11 p. 478*) and the signal lamps must not be lighted.

(3) Colour light signals when not in use must either be fitted with a cross or covered over so that no light will be shown.

(4) Disc and dwarf signals not in use must not be fitted with discs or lamps.

(5) Colour light ground shunting signals not in use must be obscured.

(6) When "out of use" crosses are removed from signals they must not be left at the signal.

(7) The Maintainer or other person in charge of the work shall be responsible for compliance with the provisions of this rule.

PART XII—HAND SIGNALS.

126. (1) Any person making hand signals must do so with flags by day and with lamps by night or in foggy weather; but those signals may be given by use of the arms in the case of—

Manner of making hand signals.

(a) an emergency;

(b) shunting operations in daylight; or

Rules 126 and 127

(c) signals to the Driver by a Guard of a goods train in daylight (*see rules 128 and 442*).

(2) Where hand signals are exhibited by any person at a fixed signal, flags or lamps must be used, except in cases of emergency.

(3) A Red light or Red flag must be exhibited as the signal of *Danger—Stop*; and in the absence of a Red light any light may be waved violently to denote *Danger—Stop*; and where a Red flag is not immediately available, both arms may be raised above the head to denote *Danger—Stop*.

(4) A person using a hand lamp or flag as a signal must hold it in his hand except where he is using it for the purpose of marking the actual point of an obstruction.

(5) Except as provided by this rule a person signalling must face the locomotive and must give every signal from such a position and in such a way that there can be no misunderstanding as to the purpose of the hand signal by the Driver of the train, locomotive or shunt for which the hand signal is intended; and where, during shunting operations, conditions of working do not permit a person signalling to face the Driver, continuously, while giving the signal, that person must satisfy himself that the signal given can be readily seen by the Driver.

(6) Where it is necessary for a Signalman to give a hand signal from a signal-box he must do so by means of a flag or lamp, (according to the provisions of this rule) exhibited outside the signal-box; and when a flag or lamp is not in use it must be placed in such a position that it will not be seen from outside the signal-box.

(7) A person must not use hand signals where the proper signal can be exhibited by means of a fixed signal.

Table of
hand
signals.

127. (1) Where hand signals are permitted by these rules the following and no other must be used to give the indications shown in the table to this rule.

The Table.

Signal by Day.	Signal by Night or in Foggy Weather.	Indication of Signal.
(a) Red Flag.	Red light, or any other light waved violently.	<i>DANGER—STOP.</i>
(b) Green flag waved slowly from side to side.	Green light waved slowly from side to side.	<i>CAUTION, proceed slowly.</i>
(c) Green flag held steadily.	Green light held steadily.	<i>CLEAR—proceed.</i>
(d) Green flag held steadily above the head by the Guard.	Green light held steadily above the head by the Guard.	Guard's signal to Driver to start a train. (<i>See rule 442.</i>)
(e) Green flag held steadily in the hand.	Green light held steadily in the hand.	Guard's signal to Driver that he has rejoined train. (<i>See rule 442.</i>)

Rule 127

Rule 127

The Table—(continued).

Signal by Day.	Signal by Night or in Foggy Weather.	Indication of Signal.
(f) Green flag held steadily in the hand given from the main line facing points.	Green light held steadily in the hand given from the main line facing points.	Where fixed signals are not provided and train entering a main line is not required to stop. (See rule 149.)
(g) Red flag held steadily in the hand until the Driver acknowledges the signal, then a Green flag waved slowly from side to side. Signals to be given from the main line facing points.	Red light held steadily in the hand until the Driver acknowledges the signal then a Green light waved slowly from side to side, signals to be given from the main line facing points.	Where fixed signals are not provided and train entering main line and is required to stop, also when a train is required to enter a loop. (See rule 149.)
(h) Green flag waved slowly from side to side given from the main line facing points.	Green light waved slowly from side to side, given from the main line facing points.	Where fixed signals are provided for the main line only and a train is required to be admitted to loop or sidings. (See rule 73.)

The Table—(continued).		
(i) Green flag moved in a vertical circle by Signalman.	Green light moved in a vertical circle by Signalman. (See fig. D, page 81.)	To indicate to Driver that train is divided. (See rule 162.)
(j) Green flag held steadily in the hand.	Green light held steadily in the hand.	To indicate to Driver of goods train timed to stop at a station that there is nothing to pick up and that if there is nothing to put off he may run through. (See rule 444.)
(k) Yellow flag waved slowly from side to side.	Yellow light waved slowly from side to side.	To reduce speed on account permanent way restrictions. (See rule 531.)
(l) Green flag held steadily in the hand at the signal.	Green light held steadily in the hand given at the signal.	To indicate to the Driver in foggy weather that the signal is at Proceed. (See rule 140.)
(m) Green flag held steadily in the hand at the signal.	Green light held steadily in the hand at the signal.	To indicate to Driver that he may pass a fixed signal at Stop. (See rule 116.)

Rule 127

Rule 127

The Table—(continued).

Signal by Day.	Signal by Night or in Foggy Weather.	Indication of Signal.
(n) Green flag held steadily in the hand by Signalman.	Green light held steadily in the hand by Signalman.	To authorise Driver to pass Starting and/or Advanced signals on double lines for station work.
(o) Green flag held steadily in the hand by Signalman.	Green light held steadily in the hand by Signalman.	To authorise a driver to make a shunting movement for which a fixed signal is not provided. (See rule 110.)
(p) Green flag held steadily in the hand by Signalman after bringing train to a stand and giving verbal warning.	Green light held steadily in the hand by Signalman after bringing train to a stand and giving verbal warning.	To indicate to Driver the section is clear but station or junction ahead is blocked. Also to caution a Driver entering a terminal station of a station worked under special station yard working if line ahead is not clear (See rules 112 and 286.)
(q) Green flag held steadily in the hand by the man at the points.	Green light held steadily in the hand by the man at the points.	To indicate to the Driver that catch points are in the proper position for train to pass in facing direction. (See rule 331.)

The Table—(continued).
SHUNTING HAND SIGNALS.

(aa) The arm waved outwardly from the body.	White light waved slowly up and down.	Move away from the person giving the signal.
(bb) The arm waved inwardly across the body.	White light waved slowly from side to side across the body.	Move towards the person giving the signal.
(cc) The arm waved outwardly from the body, the other arm in the caution position.	Green light waved slowly up and down.	Move away slowly from the person giving the signal.
(dd) The arm waved inwardly across the body, the other arm in the caution position.	Green light waved slowly from side to side across the body.	Move slowly towards the person giving the signal.
(ee) One arm extended outward and upward hand closed and moved quickly from the elbow.	White light held downwards at arms length and flashed rapidly by wrist movement only.	Accelerate speed prepared to stop (i.e., to hit up).

Rule 127

Rule 127

The Table—(continued).

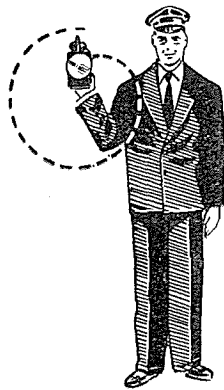
(ff) Both arms raised above the head to form an arch and then separated.	Green light moved slowly from side to side by wrist movement only.	To uncouple.
(gg) Clear hand signal.	Green light held steadily in the hand.	To indicate to Signalman when points may be moved for shunting purposes. (See rule 419.)
(hh) The arm waved inwardly across the body.	A White light waved side to side across the body.	Hump normal speed (2 miles per hour).
(ii) One arm waved inwardly across the body, the other arm held in the caution position.	A Green light waved side to side across the body.	Hump slow speed (1 mile per hour).
(jj) Both arms waved inwardly across the body.	A White light waved in a vertical circle.	Hump fast speed (3 miles per hour).

Rule 127

(2) Where a hand signal indicating hump normal speed, hump slow speed, or hump fast speed has been given, immediately the rake begins to move, the person signalling must cease exhibiting the signal and must not give another signal, until he requires the Driver to stop the train or to vary the speed of humping.

(3) On receipt of the humping signal, the Driver must commence to move the train, in accordance with the signal received, and must continue to move it at that speed until he receives a further signal.

(4) The *Train Divided* signal, referred to in paragraph (i) of subrule (1) of this rule, must be given in the manner indicated by the diagram hereunder.

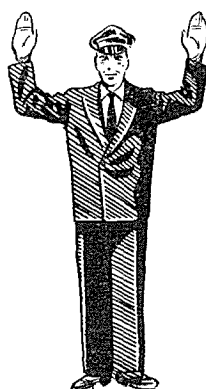


Rule 128

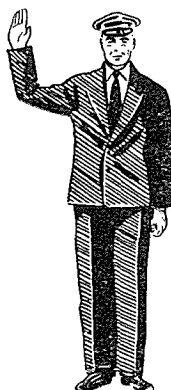
Permitted
hand
signals.

128. (1) Where hand signals are permitted by these rules the following signals apply—

- (a) both arms raised above the head denotes
Danger—Stop;

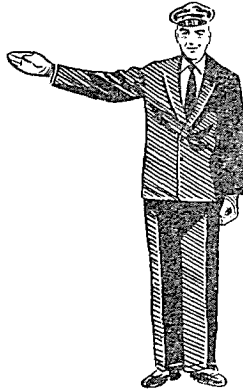


- (b) one arm raised above the head denotes
Caution—Move slowly;



Rules 128 and 129

- (c) one arm held in a horizontal position denotes *Clear—Proceed*;



- (d) in the case of a person riding in or on a vehicle, either arm waved up and down denotes *Stop*.
- (2) A Guard may start a goods train by giving the *Clear* signal as in sub-rule (1) (c) of this rule.
- (3) A Guard of a goods train may indicate to the Driver or Fireman that he has rejoined the train by giving the *Clear* signal as in sub-rule (1) (c) of this rule.

PART XIII—SOUND SIGNALS.

129. (1) The following sound signals by means of whistles may be used in signalling to Drivers engaged in shunting operations, that is to say—

Types of sound signals.

- (a) *one whistle* denoting: Go ahead;
- (b) *two whistles* denoting: Set back;
- (c) *three whistles* denoting: Danger—Stop.

(2) The following locomotive whistles and no other may be used by Drivers, that is to say—

- (a) *one long* denoting: Warning, challenge or approaching level crossings;

Rules 129 and 130

- (b) *one short* denoting: Acknowledgment or moving off;
- (c) *two shorts* denoting: Setting back;
- (d) *three shorts* denoting: Danger—Stop;
- (e) *series of short whistles* denoting: Unable to create brake;
- (f) *two long* is a signal from Driver of front engine to Driver of bank engine in rear to start, and an acknowledgment from Driver of bank engine;
- (g) *long and two shorts* is a whistle from Driver to Guard to protect train;
- (h) *two shorts one long* is a whistle from Driver to recall Guard;
- (i) *two short whistles at frequent intervals* is a signal from Driver to Guard to apply brakes;
- (j) *series of long and short* is a warning of fire alongside line;
- (k) *continued whistling* indicates assistance required;
- (l) *four long* indicates service of Guard required for train working purposes.

Sound
signals
to be given
on certain
occasions.

130. (1) Where a train is approaching a level crossing, whether during shunting operations or otherwise, the Driver must sound the locomotive whistle at such a distance from the crossing as will enable the signal to give ample warning of the approach of the train.

(2) Where two trains are approaching any level crossing at or about the same time, the Driver of each train must repeat the warning whistle continuously, until his train has reached the crossing.

(3) A Driver must sound any required whistle distinctly, and with intensity, duration or repetition, proportionate to the distance at which the warning is required to be heard, and the circumstances under which it is being used.

(4) The Driver of a special train run at short notice or of a train running in advance of time table time or of a train running late must sound

Rules 130 and 131

the whistle when approaching all places where a good and distant view cannot be obtained (*so as to warn employees working on the line, and others, of the approach of the train*).

PART XIV—TRAIN SIGNALS.

131. (1) Every train must carry the train signals prescribed by this rule; and tail lights must be lighted between sunset and sunrise, and in foggy weather.

(2) A train must exhibit a White disc by day or two Red tail lights by night or in foggy weather, so attached to the rear of the last vehicle that the disc or Red lights show to the rear (*so as to indicate to the staff that the train is complete*).

(3) A person upon whom a duty is imposed by rule 132 of these rules must not take a train as having passed or arrived complete, until he has satisfied himself that the rear vehicle carrying the White disc or two Red tail lights is attached to the train.

(4) Where a locomotive is assisting in the rear, the prescribed tail signals must be placed at the rear end of that locomotive; and a tail signal must not be carried on the vehicle in front of the assisting locomotive, except where instructions to the contrary are issued by the Chief Traffic Manager.

(5) The Driver of a light engine must ensure that it carries, at the rear end, a White disc, by day, or two Red tail lights, by night or in foggy weather; and where two or more locomotives coupled together are running light, the Driver of the leading locomotive must ensure that the prescribed tail signals are placed at the rear end of the rearmost locomotive.

(6) Prescribed tail signals must not be affixed to any locomotive drawing a train.

(Note: *Should a train pass with only one tail lamp alight it must be treated as being without a tail light.*)

Rule 131

(7) A train must carry a side light showing a White light forward when lighted, to indicate to the Driver that his train is complete.

(8) A train must carry one side light, only, to be placed on the rear vehicle of the train and, where possible, on the Driver's side of the train.

(9) A locomotive or rail car running alone must not carry a side light.

(10) A locomotive, other than a shunting locomotive, must carry a headlight, capable of showing a White light forward.

(11) A shunting locomotive employed exclusively in a station yard or siding must, between sunset and sunrise and in foggy weather, carry a Red head and a Red tail light.

(12) The headlight of a locomotive must be lighted between sunset and sunrise, in foggy weather and when passing through tunnels.

(13) An electric headlight must be dimmed where a train is passing through or standing at a station.

(14) The electric headlight of a locomotive on a section where multiple lines are in use must be dimmed when other trains are approaching.

(15) Every locomotive must carry the prescribed destination lights, and discs, or indicators.

(16) Where locomotives are being operated in multiple (*see rule 432*) a Yellow disc with the letter "M" on it must be exhibited on the front of the leading unit on the left hand side of the buffer, by day, and a White light must be exhibited in the same position, by night (*for the information of station staff en route*).

(17) Any of the tail signals described in this sub-rule shall, where carried at the rear of the last vehicle of a train or at the rear of a light engine, in addition to the usual prescribed tail signals, have the following meanings, that is to say—

- (a) Red disc or Red flag, by day, or Red tail light, by night—a special train is to follow;

Rules 131 and 132

- (b) in the case of a single line, a White disc with a Black cross, by day, or a White tail light, by night—a special train is due to run in the opposite direction over the same line, before the next ordinary or special train.

(18) Notice in writing of special trains must be given where practicable and, where trains have to be run at short notice, the advice must be issued in the form of a Special Train Notice Telegram.

(19) Where notice in writing of the running of a special train has not been given, the Station Master at the starting point and the Station Masters of intermediate stations must ensure that an additional tail disc or light, as prescribed by sub-rule (17) of this rule, is, where practicable, affixed to the rear of the last vehicle of the preceding train; and must also inform the Guard in charge of that preceding train of the description and destination of the special train; and that Guard must remove the additional signal when it is no longer required.

132. (1) Every Station Master and Signalman must check that the proper tail signals are exhibited by a train ready to start and by a passing train; and a Guard must ensure that the proper signals, and only the proper signals, are exhibited by his train and that the tail and side lights—

Employees to ensure that proper train signals are exhibited.

- (a) are in good working order;
- (b) are lighted during the periods prescribed by these rules; and
- (c) are properly placed.

(2) Every Driver must—

- (a) ensure that the proper train signals and destination indicators are exhibited on his locomotive or the leading end of his rail car;
- (b) ensure that all signals, lights, and indicators that are not required to be exhibited are removed or extinguished; and

Rules 132 and 133

(c) control the head light of a locomotive as required by these rules.

(3) Every Signaller must, where practicable, at any station from which trains commence their journey, keep a special watch, to ensure that proper train signals are exhibited on the rear vehicle of each train before it leaves.

Signalmen
to ensure
that train
intact before
giving train
arrival
signal.

133. (1) Where the last vehicle of a train does not pass his signal-box before the train has been shunted into a siding, or where a train or light engine has been brought to a stand within the home signal, and it is necessary to give the *Train Arrival* signal before the train or light engine passes his signal-box, a Signaller must, before giving that signal, ascertain from the Guard or Shunter in charge of the train, or Fireman, in the case of a light engine, that the whole of the train or light engine, with tail disc or lights attached, has arrived.

(2) The Guard or Shunter or, in the case of a light engine, the Fireman, must give the information required by sub-rule (1) of this rule to the Signaller.

(3) During daylight, except in the event of foggy weather, the information required to be given by this rule must, immediately upon arrival of the train or light engine within the home signal, or within the facing points or location discs as the case may be, be conveyed to the Signaller by removing, in full view of the Signaller, the tail disc from the rear of the last vehicle on the train and exhibiting it to the Signaller; and on receipt of acknowledgment from the Signaller that he has seen the tail disc, it must be replaced on the train where necessary.

(4) Between sunset and sunrise or in the event of foggy weather, the information required to be given by this rule must be given orally.

(5) The provisions of this rule do not apply in the case of a train making an ordinary stop at a station, if the last vehicle will pass the signal-box

Rules 133 and 134

within a reasonable time and without causing delay to a following train by withholding the *Train Arrival* signal.

PART XV—DETONATING SIGNALS.

134. (1) A detonating signal is used for the purpose of attracting the attention of a Driver.

Purpose and manner of giving detonating signals.

(2) A Driver, Guard, Signalman, Ganger, Leading Hand or other person in charge of work in connection with a line and a Length Runner or Fog Signalman, must be provided with detonators; and he must always have them ready for use, when on duty.

(3) Every person in charge of a station must keep a supply of detonating signals, in a suitable place, known by, and easy of access at all times to, every person connected with the station.

(4) Each of the persons mentioned in subrule (2) and (3) of this rule is held responsible for keeping up the proper supply of detonators.

(5) Where the use of detonators is prescribed by any rule or instruction, the detonators must be used by day and by night, unless otherwise directed.

(6) A person required to place a detonator on a line must place it on one rail of the line to be protected, as near as possible to the centre of the rail, and must bend the clasps around the upper flange of the rail, to keep it in position.

(7) Where more than one detonator is used, they must be placed 10 yards apart.

(8) After fixing a detonator or detonators on the rail at the distance prescribed by any rule, regulation or instruction, the employee whose duty it is to exhibit the hand signal must place himself between the detonator or detonators and the fixed signal or obstruction in respect of which he is signalling; and must so exhibit the hand signal that it may be seen by the Driver, immediately after his locomotive or train has exploded the detonator or detonators.

Rule 135

Duty of
drivers on
explosion of
detonators.

135. (1) Where a locomotive explodes one or more detonators in clear weather, the Driver of the locomotive must immediately reduce speed, and bring his train under such control as to enable him to stop at once, if required; and must proceed cautiously to the place of obstruction, or until he receives a further signal for his guidance.

(2) Where a locomotive explodes one or more detonators in foggy weather, the driver of the locomotive must—

- (a) immediately reduce speed, and bring his train under such control as will enable him to obey any signal that may be exhibited;
- (b) if he receives a *Stop* hand signal, at once bring his train to a stand, and thereafter proceed cautiously to the point the hand signal is intended to protect, or until he receives a signal to proceed; unless he is satisfied that the hand signal is exhibited for the purpose of repeating a distant signal at the *Caution* position, in which case, he must, after having reduced speed, proceed cautiously towards the home signal; and
- (c) if he receives a Green or Yellow hand signal waved slowly from side to side, reduce the speed of his train to ten miles an hour, or such other speed as may be prescribed, over the portion of the line protected by that signal.

(3) Where a detonator is used to repeat a fixed signal, and call attention to the fact of the fixed signal being at *Stop*, the detonator signal must be complied with, in the same way that the fixed signal would be complied with, if clearly seen to be at the *Stop* position, unless the Driver can clearly see that the signal is displaying a signal to proceed; and even though the signal is displaying a signal to proceed, the Driver must, nevertheless, be prepared to obey any hand signal that may be exhibited.

Rules 136 and 137

136. (1) An employee handling detonators must do so carefully (*as they may explode if roughly treated*); and must ensure that, when required to be stored, they are stored in a dry place.

Detonators
to be
handled
carefully.

(2) Unless instructions to the contrary are issued each employee's stock of detonators must be tested at intervals of not more than six months, to ensure that they are in good condition.

(3) A person issuing detonators must do so in the order in which he received them, those which he has had on hand the longest being always issued first (*to avoid an accumulation of old stock*).

(4) Where any detonator fails to explode when a train passes over it, the circumstance must be promptly reported to the Chief Traffic Manager, and the defective detonator forwarded to him for examination.

PART XVI—SIGNALLING IN FOGGY WEATHER.

Division 1—Suburban Lines Only.

(Note: *Fog Signalmen are not employed at colour light signals. See rule 146 of these rules re Fog Signalling in Country Areas.*)

137. (1) During foggy weather, if the fixed signals cannot be clearly seen at a distance of 400 yards or less, the Station Master, or other appointed person, must take care that Fog Signalmen are employed, at the place where their services are required; and where Repairers are employed for that purpose, arrange beforehand with the Inspector of Permanent Way as to which of the Repairers are to act as Fog Signalmen, at the various posts.

Signalling
in foggy
weather,
when neces-
sary and
by whom.

(2) A Ganger or Leading Repairer must not be assigned to a fixed post, but must be left free to examine his road, as directed by rule 538; he may, however, when no other competent man is available, be employed to call the Fog Signalmen, to visit them at their posts, and to distribute detonators and refreshments, in accordance with rules 142 and 143 of these rules.

Rules 137, 138 and 139

(3) The Station Master or other appointed person must keep a list of the names and addresses of the Fog Signalmen, showing the post to which each man is appointed; and must exhibit it in a conspicuous position in the Station Master's office and signal-box.

(4) The absence from his post, owing to sickness or any other cause, of any man in the Civil Engineering Branch appointed, for the time being, to a Fog Signalman's post must be immediately reported by the Inspector of Permanent Way or Ganger to the Station Master or other responsible person; and that person must at once correct the list of Fog Signalmen referred to in sub-rule (3) of this rule.

Fog during
normal
working
hours.

138. Where a fog occurs during normal working hours, a man appointed for the time being to act as a Fog Signalman must at once report himself to the Station Master, and take instructions from the Station Master, except where his post is at a junction or intermediate signal-box away from a station, in which case he must report himself to the Signalman on duty at that place and take his instructions from that Signalman.

Fog
Signalmen
employed
outside
working
hours.

139. (1) Where it is necessary to employ a Fog Signalman outside the normal working hours, the Station Master concerned must arrange to have the man called, and sent to his post.

(2) Where a Fog Signalman, on his way to the signal-box at which he is required to report himself for fog signalling duty, has to pass a signal to which he is appointed, he must, where practicable, if that signal is at the *Stop* position, or, in the case of a distant signal, at *Caution*, place two detonators ten yards apart on one rail of the line for which he is fog signalling; and must thereupon proceed to the signal-box, report, and return to his post, as promptly as possible.

(3) Where a fog has sufficiently cleared away, each Fog Signalman must place two detonators, ten yards apart, on one rail of the line in respect

Rules 139 and 140

of which he is appointed to fog signal; and must thereupon go to the Signaller at the signal-box in connection with which he is employed, and obtain from that Signaller instructions as to whether his services are any longer required for fog signalling duties; and where on arrival at the signal-box the Fog Signaller is informed—

- (a) that his services are no longer required, he must return to his post and remove the detonators from the rails; or
- (b) that he is to remain at his post, he must return to his post and continue his duties, as required by these rules.

140. (1) A Fog Signaller must, before proceeding to his post, be supplied with not less than twenty-four detonators, a hand signal lamp, trimmed and lighted, and a Red and a Green flag.

Fog
Signalmen,
details of
duties.

(2) When fog signalling for a distant signal, a Fog Signaller must place himself outside the signal in connection with which he works, and as far from it as is consistent with his keeping it well in sight; and whenever a train has passed him in the direction of the signal-box from which the signal is worked, must—

- (a) so long as the signal exhibits the *Caution* signal, place and keep two detonators fixed, ten yards apart on one rail of the line for which the signal is at *Caution*; and, unless instructions are issued to the contrary, exhibit a *Caution* hand signal to the Driver and Guard of any approaching train;
- (b) when the signal is in the *Clear* position remove any detonators from the rail and exhibit to the Driver and Guard of any approaching train a *Clear* hand signal, which must be held steadily in the hand; and
- (c) in the event of his becoming aware of any obstruction on the line in the immediate neighbourhood of the signal for which he

Rule 140

is signalling, whether occasioned by a train not having gone forward, or by any other cause, leave the detonators on the rail (placed there as required by paragraph (a) of this sub-rule) and go back along the line, showing a *Stop* hand signal, such a distance as will allow sufficient protection to the obstruction (and, in any event, not less than 1,200 yards from the point of obstruction) and there place on one rail of the line in respect of which he is fog signalling, three detonators, ten yards apart; and must thereupon return to within sight of the distant signal; and, when satisfied that the obstruction has been removed, must take up the more distant detonators, and return to his post.

(3) A Fog Signaller must watch and see that the distant signal, which has been placed in the *Clear* position for a train to pass, is placed at *Caution* after the passing of that train, and if, after a reasonable time has elapsed, the signal is not changed to *Caution*, the Fog Signaller must—

- (a) place detonators on the line as if the signal were at *Caution*;
- (b) go back along the line showing a *Stop* hand signal such a distance as will allow sufficient protection (and, in any event, not less than 1,200 yards from the signal) and there place on one rail of the line in respect of which he is fog signalling, three detonators, ten yards apart and then return to his post; and
- (c) stop the next following train and instruct the Driver to proceed cautiously and to inform the Signaller at the signal-box in advance of that circumstance.

(4) Where a distant signal light goes out and a Fog Signaller is unable to re-light it he must act as directed by paragraphs (a), (b) and (c) of sub-rule (3) of this rule.

Rule 140

(5) Where a distant signal arm is displayed on a home, starting, or advanced starting signal post—

- (a) if the distant signal shows *Caution* and the other signal shows *Stop*, a Fog Signaller need put down two detonators only; but must not take up the detonators until both signals show *Clear*; and
- (b) if the home, starting, or advanced starting signal is in the *Proceed* position, while the distant signal remains at *Caution*, a Fog Signaller must exhibit a *Caution* signal; and if the fog is so dense that the Driver cannot see the distant signal, the Fog Signaller must orally caution him, by using the words, "Home Signal Clear—Distant Caution", "Starting Signal Clear—Distant Caution", or "Advanced Starting Signal Clear—Distant Caution", as the case may be.

(6) Where a Fog Signaller is employed in connection with a fixed signal, other than a distant signal, he must—

- (a) place two detonators, ten yards apart, on one rail of the line for which the signal is at *Stop*;
- (b) exhibit a *Stop* hand signal to the Driver of an approaching train;
- (c) carry out any instruction he may receive from the Signaller on duty; and
- (d) if the signal is a Three Aspect signal and shows a *Caution* indication, not remove the detonators, and exhibit a *Caution* hand signal to the Driver of an approaching train.

(7) When fog signalling at a signal, other than a distant signal, a Fog Signaller must watch and see that a signal which has been placed at *Proceed* for a train to pass is again put at *Stop* after the passing of that train; and where that signal is not so placed at *Stop*, the Fog Signaller must, in ad-

Rules 140 and 141

dition to putting down two detonators, at once communicate with the Signaller and advise him of that circumstance.

(8) Upon fixing detonators on the rails, as required by these rules, a Fog Signaller must place himself between the detonators and the fixed signal or obstruction for which he is signalling; and must so exhibit the required hand signals that they may be seen by a Driver, after his train has exploded the detonators.

(9) A Fog Signaller must stand in the best position (having regard to his own safety) to exhibit most effectively the required hand signals to a Driver and Guard.

(10) Where a fixed signal for which he is fog signalling cannot be seen by a Fog Signaller, he must, unless he can satisfy himself to the contrary, assume that it is at the *Stop* position or, in the case of a Distant Signal, at the *Caution* position.

(11) In any case of accident, failure, or obstruction, a Guard and a Driver must act strictly in accordance with the rules and must not depend upon a Fog Signaller for the protection of his train.

Supply of
articles
for Fog
Signalmen
to be kept.

141. (1) A Station Master, or other appointed person, or Signaller, in the case of a Junction or intermediate signal-box away from a station, must keep in readiness, for instant use, a sufficient supply of detonators, hand lamps, and flags, for the use of the Fog Signalmen.

(2) In the case of a Station Master, or other appointed person, the supply of detonators, hand lamps and flags must be kept at the station; and in the case of a Signaller, the supply must be kept at the signal-box.

(3) Where the number of detonators first supplied to a Fog Signaller is likely to become soon exhausted, he must communicate with the nearest station or signal-box and obtain a further supply.

Rules 141, 142, 143, 144 and 145

(4) Where a Fog Signaller is required, for any reason to leave his post, he must leave two detonators properly fixed to the rail.

142. (1) A Station Master (when the Traffic Staff is employed), or an Inspector of Permanent Way or a Ganger (when Repairers are employed), must arrange relief for Fog Signalmen should it be necessary.

Fog
Signalmen
to be
relieved
and to
receive re-
freshments.

(2) A Station Master must arrange to furnish the Fog Signalmen with refreshments as necessary.

(3) A person must not supply intoxicating liquor to a Fog Signaller on duty.

143. A Station Master must satisfy himself that the Fog Signalmen have duly proceeded to their respective posts, whenever it is necessary for them to do so; and, where the Fog Signalmen are numerous, the Station Master must appoint a competent man to visit them at their posts, and see that they are properly performing their duties, and are supplied with the necessary equipment, and to furnish them with a further supply of detonators where required.

Fog
Signalmen
to be
inspected.

144. A Signaller at a signal-box where no Fog Signalmen have been appointed, or, being appointed, have not arrived, when he requires an approaching train to stop, in addition to keeping his signals at *Stop*, must, where practicable, fix two detonators on the line to which the signals apply.

Signaller
to act in
the absence
of Fog
Signalmen.

145. During the prevalence of severe frosts or falls of snow—

Fog
signalling
in severe
frost or falls
of snow.

(a) a Signaller must frequently work the signals and points under his control when the sections are clear, and no train has been signalled, in order to prevent the frost or snow impeding their free working;

(b) a Fog Signaller must—

(i) ensure that nothing interferes with the true working of the arms, discs, and lamps of the signal for which he is fog signalling;

Rules 145, 146 and 147

- (ii) ensure that the lamp-glasses and spectacles are kept clear of snow and obstructions;
- (iii) ensure that the wires work freely over the pulleys; and
- (iv) report to the Signaller at once any defect in the signals or any impediment to their proper working; and
- (c) where no Fog Signaller is employed, the Permanent Way Ganger for the section concerned must provide for the performance of the duties prescribed by paragraph (b) of this rule.

Division 2—Outside the Metropolitan-Suburban Area.

Rules for
Metropolitan
Area to be
followed
where
possible.

146. In the event of a fog occurring outside the Metropolitan-Suburban Area, any Station Master concerned must make the best use of the equipment available and, as far as practicable, act in accordance with the rules governing fog signalling on the Metropolitan-Suburban Lines.

Stations
where fixed
signals
are not
provided.

147. At a station where a fixed signal is not provided—

- (a) the Station Master, or other appointed person, must appoint Fog Signallers to take up positions at the facing points, and also at distances of not less than 600 yards in both directions from the facing points;
- (b) the Fog Signaller at the facing points must fix two detonators, ten yards apart, on one rail of the line for which he is signalling, and, after having done so, must place himself between the detonators and facing points, and so exhibit the *Stop* hand signal that it may be seen by the Driver, after an engine has exploded the detonators;
- (c) a Fog Signaller must not take up any detonators from a line except when the line is clear and then only under instruc-

Rule 147

tions from the Station Master; and immediately after the passage of a train must fix detonators to the line again in the proper manner;

- (d) a Fog Signaller appointed to a position 600 yards outside the facing points must fix two detonators, ten yards apart, on one rail of the line in respect of which he is signalling, and, after having done so, must take up a position thirty yards on the station side of the detonators, and must so exhibit the *Stop* hand signal that it may be seen by the Driver after an engine has exploded the detonators;
- (e) after a Fog Signaller has stopped a train, as required by these rules, he must warn the Driver to proceed cautiously and to be prepared to stop short of any obstruction; and
- (f) where no Fog Signaller has been appointed, or, being appointed, has not arrived, the Station Master, when he requires an approaching train to stop, must fix two detonators on the line, ten yards apart, 100 yards from the facing points; but if the arrival road is not clear, or a crossing is to be made, the Station Master must before giving "*Line Clear*," fix two detonators on the line at a distance of not less than 600 yards from the facing points, placing them on one, or on both, sides of the facing points, as the situation requires.

PART XVII—RULES FOR THE WORKING OF
TRAINS BY THE ABSOLUTE BLOCK SYSTEM.

Division 1—General.

<i>Rules applying to all Block</i>	
<i>Systems</i>	<i>Rules 148 to 164</i>
<i>Train Staff and Ticket Block</i>	
<i>System</i>	<i>Rules 165 to 187</i>

Rules 147, 148 and 149

<i>Electric Train Staff Block System</i>	.....	<i>Rules 188 to 224</i>
<i>Automatic Signalling System</i>	.....	<i>Rules 225 to 282</i>
<i>Block Telegraph System</i>	.....	<i>Rules 283 to 327</i>
<i>Pilot Working</i>	.....	<i>Rules 328 to 335</i>
<i>Protection of Trains</i>	.....	<i>Rules 336 to 352</i>
<i>Trains Stopped by Accident or Other Exceptional Cause</i>	.....	<i>Rules 353 to 395</i>

Block system
to be main-
tained.

148. (1) Every person responsible for working trains must maintain the absolute block system, unless special instructions to the contrary are issued by the Chief Traffic Manager.

(2) Except where the line is worked under the Electric Train Staff, Automatic Signalling or Block Telegraph systems or where the traffic of a double line is being worked over a single line of railway, under pilot-working conditions in automatic signalling territory or where special instructions to the contrary have been issued by the Chief Traffic Manager, a train must not be permitted to follow another train on the same line or to pass a signal-box where trains are ordinarily signalled at an interval of less than ten minutes, unless—

- (a) line clear has been received from the station in advance; or
- (b) the Driver of the train has been furnished with a caution order, in the prescribed form.

(See rule 168—*Staff and Ticket System.*)

Fixed
signals.

149. (1) A fixed signal must be maintained in the normal position as provided by rule 59 of these rules, except when it is necessary to place it to the *Proceed* position to enable a train to pass; and, before any signal is placed in the *Proceed* position the person about to alter the signal must ensure that—

- (a) it is safe to do so;
- (b) in the case of a Running Signal, that the line is clear to the next signal; and

Rules 149, 150, 151, 152 and 153

(c) that the Block Telegraph and other rules have been duly complied with.

(2) At a station or siding which is not a staff station, or at which there is no block signal-box, the *Proceed* indication must be exhibited at a fixed signal, except where it is necessary to place it to the *Stop* position as required by these rules.

(3) Except where instructions to the contrary are issued by the Chief Traffic Manager, at a station where a home signal is not provided a person signalling a train, as required by these rules, must do so by hand signals, by flag or hand signal lamp, from the facing points or location discs; and the hand signals must be exhibited in accordance with the rules of signalling.

150. Except where special instructions to the contrary are issued by the Chief Traffic Manager, a person, other than the Signaller for the time being, must not work staff or block instruments or fixed signals or deliver or receive a staff or ticket on a section worked under the Train Staff and Ticket, or Electric Staff, systems.

Block instruments and signals to be worked by signaller only.

151. Where a bell code is prescribed, a person signalling an adjoining signal-box must do so by bell or buzzer signal except where instructions to the contrary are issued by the Chief Traffic Manager.

Bell or buzzer signal.

152. (1) Except as otherwise provided by these rules, a person required to acknowledge a signal must do so by repeating it to the sender, and the sender must not take the signal to be understood until it has been correctly repeated to him.

Repetition and acknowledgment of signals.

(2) Where an *Is Line Clear?* signal is not acknowledged, the sender must repeat the signal at short intervals.

153. (1) Except where instructions to the contrary are given by the Chief Traffic Manager, the time at which each signal is forwarded and received must be made legibly in ink in his train

Recording time when signals are forwarded and received.

Rules 153, 154, 155 and 156

register book, by the person sending, and the person receiving, the signal (*Telephone* and *Call Attention* signal excepted).

(2) On a Train Staff and Ticket, or Electric Staff, System a Guard, on arrival at a station where there is no Signaller on duty, must enter the time of arrival and departure of his train in the train register book; and must fill in the entries showing the number of each staff used on Electric Staff system, or show on Train Staff and Ticket system whether the train travelled on Staff or Ticket.

(3) Where an incorrect entry is made in a train register book, the person making the entry must draw a line lightly through it, and enter the correction above or below it, so that the original entry may be clearly seen.

(4) When recording the time at which a signal is received or forwarded, fractional parts of a minute less than half-a-minute must not be counted, and the half-minute and fractional parts more than half-a-minute must be reckoned as a complete minute (*thus: 15½ minutes must be entered as 15 minutes only, and 15½ minutes as 16 minutes*).

Call
attention.

154. Except in the case of a bell signal marked with an asterisk (thus *) in the prescribed code of bell signals, the *Call Attention* signal must always be given before any other signal, and must be acknowledged immediately on receipt.

Telephone
signal.

155. The *Telephone* signal must be used to call attention when the use of the telephone is required.

Train
waiting.

156. The *Train Waiting* signal must be given by the Signaller to the signal-box in advance under the following conditions, namely—

- (a) where a train is waiting to proceed, and the *Train Arrival* or *Obstruction Removed* signal is not received by the Signaller within a reasonable time, or after the *Blocking Back* signal has been received and acknowledged; and

Rules 156, 157 and 158

- (b) where the *Is Line Clear?* signal has been sent, and the acknowledgment of the signal is delayed.

157. (1) Where two or more locomotives are coupled together, a Signaller must signal the first one as a light engine, sending the *Is Line Clear?* or *Train Description* signal and receiving an acknowledgment in the ordinary way, and, after sending the *Train Departure* signal and receiving an acknowledgment, must signal the other locomotive, or each of the other locomotives, by the *Bank Engine in Rear of Train* signal, receiving the usual acknowledgment in each case.

Locomotives
coupled
together.

(2) Where a locomotive, other than the first, has been signalled as required by sub-rule (1) of this rule, and is not going forward attached to the first locomotive, the Signaller must send the *Cancel Bank Engine in Rear of Train* signal, and, where there is more than one locomotive not going forward, must send a separate signal in respect of each one.

(3) Where it is necessary to cancel all the locomotives which have been signalled as required by sub-rule (1) of this rule, the Signaller must send a *Cancelling* signal.

(4) Each Signaller sending and receiving the signals required by this rule must record the number of locomotives coupled together.

158. (1) After sending the *Train Departure* signal to the signal-box in advance and receiving an acknowledgment in respect of a train that is assisted by a bank engine in the rear, a Signaller must send the *Bank Engine in Rear of Train* signal.

Bank
engine
in rear
of train.

(2) Where, from any cause, the bank engine, after being signalled, does not proceed in the rear of the train, the Signaller must send the *Cancel Bank Engine in Rear of Train* signal.

(3) Where the *Train Arrival* signal is used a Signaller must not send it until the bank engine has arrived.

Rules 158, 159 and 160

(4) Where it is necessary for the train to be cancelled as well as the bank engine the Signalman must send the *Cancelling* signal. (*This will cancel both the train and the bank engine.*)

Assisting
engine in
front or
two trains
coupled.

159. (1) After a Signalman has sent the *Train Departure* signal to the signal-box in advance and received an acknowledgment in respect of a train that is assisted by a locomotive in front, or in respect of two trains coupled, he must send the *Assisting Engine in Front*, or *Two Trains Coupled*, signal, as the case may be, to indicate that an engine is assisting in front, or that two trains are coupled.

(2) Where the *Train Arrival* signal is used, a Signalman must not send it until the train which is assisted by a locomotive in front has, or the two trains coupled have, arrived complete.

Obstruction
Danger.

160. (1) Where it is necessary, in consequence of obstruction or other cause, for an approaching train to be stopped at the signal-box in the rear, the Signalman must send the *Obstruction Danger* signal to that signal-box, and the Signalman receiving that signal must—

- (a) immediately exhibit the *Stop* signal and take the necessary measures to stop any approaching train on that line, and also any train approaching on a parallel line unless he is satisfied that the parallel line is clear; and
- (b) not allow a train detained as required by paragraph (a) of this sub-rule to proceed until he has received from the signal-box in advance the *Obstruction Removed* signal, and has sent the proper signals and received the proper acknowledgments.

(2) Where necessary, the Signalman must send the *Obstruction Danger* signal in both directions.

(3) The Signalman forwarding the *Obstruction Danger* signal must also place or maintain his signals at *Stop* to protect the obstruction.

Rules 160 and 161

(4) Where a Signaller receiving the *Obstruction Danger* signal succeeds in stopping a train for which the *Is Line Clear?* signal has been accepted by the Signaller at the signal-box in advance, he must—

- (a) advise the Signaller at that station of the fact by giving the *Cancelling* signal;
- (b) on Electric Staff Systems, restore the staff to the staff instrument before giving the *Cancelling* signal; and
- (c) on Block Telegraph Systems, maintain the block indicators at the "Train or Line" position until the obstruction has been removed.

(5) Where a Signaller receiving the *Obstruction Danger* signal is unable to stop a train for which the *Is Line Clear?* signal has been accepted by the Signaller at the signal-box in advance, he must, at once, send the signal *Train or Vehicles Running Away*, and the Signaller receiving the latter signal must immediately use all the means at his command to stop the approaching train, leaving the acknowledgement of the signal until afterwards.

(6) When the obstruction has been removed and the main line or lines are clear again, the Signaller must send the *Obstruction Removed* signal to the signal-box in the rear.

(7) Where Train Control is in operation the Signaller must advise the Train Controller of the circumstances at once.

161. (1) Where a Signaller observes anything unusual about a train during its passage past his signal-box, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle-box, or other mishap (except a train passing his signal box with the tail disc missing, or the tail lights out, or a train divided), he must endeavour to stop the train, and should he fail to do so he must—

Stop and
Examine
Train.

- (a) send the *Stop and Examine Train* signal to the Signaller at the signal-box in advance;

Rule 161

- (b) exhibit the *Stop* signal to any train coming in the opposite direction; and
- (c) where practicable, telephone the signal-box in advance and advise the Signaller of the reason for sending the *Stop and Examine Train* signal,

and the Signaller at the signal-box in advance must—

- (d) acknowledge the *Stop and Examine Train* signal; and
- (e) exhibit *Stop* signals immediately to stop any train coming from, or going towards, the signal-box from which the signal was received.

(2) When a train, about which something unusual has been observed, has been stopped by a Signaller he must examine the train carefully and deal with it as the occasion may require; and, where a Signaller who has received the *Stop and Examine Train* signal is unable to ascertain from his examination of the train the reason for sending the signal, he must inform the Driver of the first train travelling in the opposite direction of the circumstances and instruct him to proceed cautiously to the next signal-box.

(3) Where a train going in the opposite direction to a train about which something unusual has been observed has been stopped as required by sub-rule (1) of this rule the Signaller must allow the train to proceed after he has satisfied himself that the line on which it is about to run is not obstructed.

(4) Should either Signaller have reason to believe, in the case of a vehicle off the rails or goods falling from a train, that the permanent way has been damaged or fouled, that Signaller must not allow any train to proceed in the direction of the obstruction until the line has been examined and he is satisfied that it is safe for the passage of the train.

Rules 161 and 162

(5) A Signalman receiving the *Stop and Examine Train* signal, if he cannot stop the train, must pass on the same signal to the Signalman in advance immediately, and the latter Signalman must do all those things required of him by this Rule.

(Note: *The Stop and Examine Train signal must always be sent in any of the circumstances named, even where in short sections it is possible that the train may have passed onward into one or more sections.*)

162. (1) Subject to sub-rule (5) of this rule, where a Signalman observes that a train passing his signal-box has become divided, and is running in two or more parts in the same direction, he must notify the Signalman at the signal-box in advance immediately, by sending the *Train Divided* signal or by other means, and, except as provided by sub-rule (2) of this rule, the latter Signalman must stop that train. Train
Divided.

(2) Where a train is assisted by a bank engine in rear, or it is apparent that a violent collision would occur if the front portion were stopped, a Signalman who receives notification that a train has become divided—

- (a) where the line on which the divided train is running is clear ahead, and, in the case of a single line, there is no train approaching and permission has not been given for one to approach, must not exhibit signals to stop the first portion, but must exhibit to the Driver the *Train Divided* hand signal;
- (b) where the line into the next section ahead is not clear, must keep the signals at Stop against the approaching train; and
- (c) on double lines, immediately on receipt of the advice of a divided train from the signal-box in the rear, must exhibit the *Stop* signal to stop any train going towards the signal-box from which the advice was received.

Rules 162 and 163

(3) The Driver, on observing the *Train Divided* hand signal must—

- (a) act with great caution, keeping a look-out for the second portion;
- (b) not, unless he has reason to believe the line ahead is not clear, stop the portion attached to his locomotive, until he is satisfied that the rear portion has been stopped, or is running very slowly; and
- (c) comply with any signal which may be exhibited against him.

(4) A Signaller sending or receiving the *Train Divided* signal must—

- (a) take proper measures for dealing with the divided train, such as diverting the first or second portion to another line and attracting the attention of the Guard or Driver of the bank engine by placing detonators on the rails, but not so as to jeopardise the safe passage of other trains by action taken to prevent damage to the divided train; and
- (b) not allow any train to enter the section concerned until it has been ascertained that the line upon which that train is about to run is not obstructed.

(5) Where a train has become divided in starting, and the Driver has run forward with the front portion, leaving the rear portion stationary, the Signaller must send the *Stop and Examine Train* signal to the station in advance, and not the *Train Divided* signal.

Shunt
train for
following
train to
pass.

163. (1) The *Shunt Train for following Train to Pass* signal is used to prevent important trains being delayed by less important trains.

(2) Where, before receiving the *Train Arrival* signal from the signal-box in advance, in respect of the previous train, a Signaller receives a signal from the signal-box in the rear, in respect of a more important train, that Signaller must send the *Shunt Train for following Train to Pass*

Rules 164 and 165

signal to the signal-box in advance; and the Signaller in advance, on receiving that signal, must take the necessary measures to clear the line, so as to prevent delay to the second train; and must use his discretion as to the best means of effecting the object in view, and, when unable, from any cause, to shunt the train at his signal-box, or where he thinks it inexpedient to do so, he must allow the train to proceed, and must send forward the *Shunt Train for following Train to Pass* signal to the signal-box in advance of him.

(3) A Signaller forwarding or receiving the *Shunt Train for following Train to Pass* signal must record it in his train register book.

164. With reference to rules 160, 161, 162, 174, 206, and 209 of these rules, where there are parallel running lines, any Signaller concerned must take the necessary steps to stop or caution the trains running on any lines that may possibly be obstructed by what has occurred.

Parallel
Lines.

Division 2—Train Staff and Ticket System.

(In addition to General Absolute Block rules 148 to 164 the following rules 165 to 187 apply to the Train Staff and Ticket System).

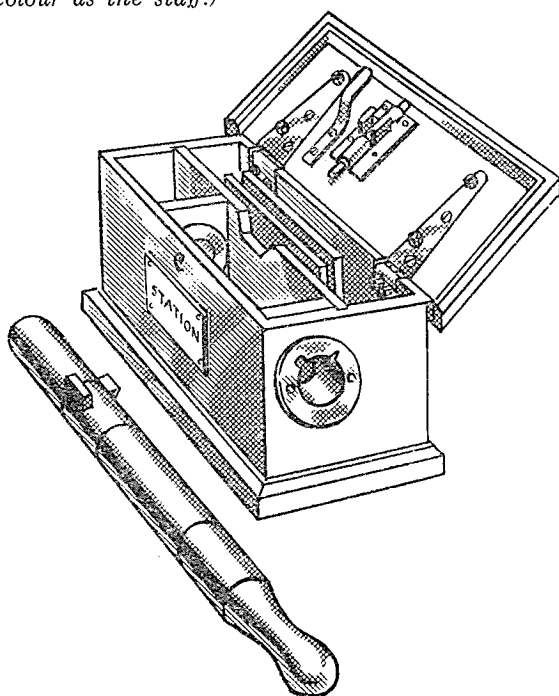
165. (1) The proper train staff or train staff ticket for the section over which a train is about to travel must be carried by the Driver of the train, except as provided by rules 180, 185, and 369 of these rules; and the Signaller of a staff station must not permit any train to leave the station with a train staff ticket unless the staff for the portion of the line over which the train is to travel is then at the station.

Proper
train staff
or train
staff ticket
for Section
to be carried
by driver.

(Note: The object of the Train Staff and Ticket system is to prevent trains meeting head on in a section, and is accomplished by having one staff for each section. Each staff has engraved or marked on it the name of the staff station at each end of the section to which it applies. The staffs,

Rule 165

boxes, and tickets for the adjoining sections are painted and printed respectively in different colours, the ticket for the section being the same colour as the staff.)

**STAFF BOX AND STAFF**

- (2) A Signaller must—
- (a) keep the ticket book in use in the proper staff box. *(A staff box is fastened by an inside spring, the key to open the box being the staff for the same section as the box, so that if the staff box is kept locked, for which the Signaller will be held strictly responsible, access to the tickets cannot be obtained unless the proper staff for the section is then at the station);*

Rules 165 and 166

- (b) issue train staff tickets progressively numbered in the order of their issue, properly filled in, and duly signed by him;
- (c) obtain one ticket at a time from the staff box;
- (d) lock the box after each ticket is taken out, and must not open it again until it is necessary to obtain another ticket for a following train; and
- (e) when the staff is at the station, not insert it in the staff box until it is necessary to obtain a ticket, but must keep it on top of the staff box or on brackets where they are provided.

(3) A Station Master must keep all spare train staff ticket books under lock and key.

166. (1) Except as provided in rule 168 of these rules and sub-rule (2) of this rule, every person responsible for working trains must maintain the absolute block system and must not permit a train to leave a staff station until *Line Clear* has been received from the station in advance.

Absolute
block to be
maintained.

(2) On a section over which the Chief Traffic Manager has specially authorised the practice, the Guard of a train may give *Line Clear* to the station in the rear from an intermediate point between two staff stations to permit a following train to enter the section, but the Guard must not give *Line Clear* from the intermediate point until his train is ready to depart.

(3) The Signaller concerned must give the Driver of the following train permitted to enter the section under these conditions a notice of train ahead (*See form SW 4*) and the Driver must not proceed—

- (a) until he has received the notice and the proper authority for the section; and
- (b) beyond the intermediate point, until the preceding train has arrived at the staff station in advance, and departure from

Rules 166, 167 and 168

the intermediate point has been authorised by the staff station in the rear or advance.

(4) The Signaller at the staff station in the rear must not give the authority referred to in paragraph (b) of sub-rule (3) of this rule until he has received *Train Arrival* for the first train from the staff station in advance.

Line clear to be obtained by telephone.

167. Where *Line Clear* is required to be obtained from a station in advance by telephone the following procedure must be used, namely—

- (a) before applying for *Line Clear* the Signaller must satisfy himself that the staff for the section ahead is at his station, and that *Train Arrival* has been received for the previous train; and then communicate with the station in advance and ask "Is line clear for train No. travelling on staff (or ticket as the case may be)"; and
- (b) the Signaller at the station in advance must, if there is no train or obstruction in the section, reply "Line is clear for No. train to travel on staff (or ticket as the case may be)."

Unable to obtain line clear.

168. (1) Where it is not possible to obtain *Line Clear*, due to the station in advance being unattended, a Signaller must not permit a train to pass into the section until the ordinary section running time of the previous train has elapsed, and then only where the train which is about to enter the section has been brought to a stand and he has furnished the Driver with a caution order (*See form SW 3*).

(2) At a staff station where there is no person in charge, the Guard of a train must—

- (a) carry out the requirements of sub-rule (1) of this rule;
- (b) sign the butt of the caution order and ensure that the Driver signs it also; and

Rules 168, 169 and 170

- (c) before permitting the train to depart, ensure that the staff for the section in advance is at the station.
- (3) Where failure of the telephone has interrupted communication a Signaller must not permit a train to pass into the section where the failure exists until—
- (a) he has stopped the train and furnished the Driver with a caution order (*See form SW 3*) and has instructed him to proceed cautiously in order to be able to stop short of any obstruction that may be on the line; and
- (b) the ordinary running time of the section has elapsed, unless he can see that the section ahead is clear.
- (4) The Driver and Guard of the train must sign the butt of the caution order.
169. When a train is ready to start from a station, and no second train is intended to follow before the staff will be required for a train in the opposite direction, the Signaller must give the staff to the Driver, who must place it in the train staff socket on the locomotive.
- Driver to place staff in train staff socket.
170. (1) Where another train is intended to follow a train ready to start from a station before the staff is required for a train from the opposite end of the section, the Signaller must—
- Authority to be given to the driver.
- (a) give the Driver of the train which is first to depart a ticket indicating that the staff will follow by a later train; and
- (b) show the Driver the staff for the section, and the Driver must not accept the ticket unless he sees the staff.
- (2) The same procedure must be followed for all following trains except the last, the staff being given to the Driver of the last train as directed in the previous rule.

Rules 170 and 171

(3) The Signalman who hands a ticket to a Driver must satisfy himself that the train has gone forward with that ticket before he allows another train to follow.

(4) After the staff has been sent away a Signalman must not permit any other train to leave the station to follow in the same direction until the staff for that section has been returned, except as provided in rules 180 to 185 of these rules.

(5) A Signalman must first deal with the train staff or ticket upon the arrival of a train, and at crossing places must satisfy himself that the train running in the one direction has arrived complete with the tail disc or lights on the last vehicle, before handing over the staff or ticket to the Driver about to travel in the opposite direction.

Driver not
to start
until neces-
sary fixed
signals
exhibited.

171. (1) After receiving the staff or ticket a Driver must—

- (a) not start until all the necessary fixed or other signals are exhibited; and
- (b) give it up to the Signalman immediately upon arrival at the station to which the staff or ticket extends.

(2) A Signalman receiving a ticket, given up by a Driver as required by sub-rule (1) of this rule, must cancel it at once by writing the word "Cancelled" in ink across the face of it.

(3) At an unattended station a Signalman receiving—

- (a) a train staff from a Driver; or
- (b) any used staff ticket or caution order after it has been cancelled by a Guard or other authorised employee, must lock it in the station office or in the cabinet provided for the purpose.

(4) Every Signalman receiving—

- (a) cancelled tickets; or
- (b) used or cancelled caution orders, must send them at the close of each month, to the District Traffic Superintendent.

Rules 171 and 172

(5) A Driver must not take a staff or ticket beyond the staff station at which it ought to be left.

(6) Where a Signalman receives a wrong staff he must—

- (a) return it, *under cover*, by the most expeditious means, but must not use a train for the purpose unless the train returning the wrong staff is also in possession of the proper authority for the section; and
- (b) report the circumstances by telegram to the District Traffic Superintendent and District Locomotive Superintendent, or District Locomotive Foreman.

(7) A Signalman or person in charge who contributes to any irregularity in staff and ticket working is responsible for the irregularity, in addition to the Driver.

172. (1) Where two locomotives are attached to a train, or two or more light engines are coupled together, the Signalman must—

Two or more locomotives attached to a train.

- (a) show the staff or ticket (as the case may be) to the Driver of every locomotive other than the rearmost; and
- (b) hand the staff or ticket to the Driver of the rearmost locomotive.

(2) Where an assisting locomotive is allowed by the authority of the Chief Traffic Manager to return to the rear station without running through the entire section, the Driver of the assisting locomotive must always carry the staff, and the Driver of the train locomotive, a ticket, except as provided in rules 186 and 187 of these rules. (*Bank engine key.*)

(3) When passing a staff station at which his train is not required to stop, a Driver must reduce speed so as to permit the receiving and delivering of the train staff or ticket.

(4) A person must not throw a staff to the ground.

Rules 173 and 174

Train
arrival.

173. A Signalman must not take a train to be clear of a section and must not give *Train Arrival* to the signal-box in the rear—

- (a) at an attended station which is not a crossing place, until the last vehicle (with white disc or red tail lights attached) has passed at least a quarter of a mile beyond the home signal or location disc;
- (b) at an unattended station which is not a crossing place until the last vehicle of the train (with white disc or red tail lights attached) has arrived within the home signal, or facing points or location disc where a home signal is not provided, and then only when the train is ready to depart; or
- (c) at a crossing, terminal, or junction station, until the last vehicle of the train (with white disc or red tail lights attached) has arrived within the home signal, or the facing points or location disc where a home signal is not provided.

Train passed
without tail
signals.

174. (1) A Signalman must carefully watch each train as it passes, and satisfy himself that it is complete before giving *Train Arrival* signal to the staff station in the rear.

(2) In the event of a train passing a signal-box without the proper tail signals—

- (a) the Signalman must advise the Signalman at the staff station on each side of him of the circumstances; and
- (b) the Signalman at the staff station in advance must stop the approaching train, and ascertain from the Guard whether his train is complete, and if the train is complete—
- (c) the latter Signalman must give *Train Arrival*; and

Rules 174 and 175

- (d) upon receiving *Train Arrival* the Signaller at the staff station from which the *Train Passed Without Tail lights or Disc* message was received must give *Train Arrival* to the station in the rear.
- (3) A Signaller, becoming aware that portion of a train passing into the section in advance has been left behind, must take steps to clear the obstruction, in accordance with rule 368 of these rules.
- (4) Where any vehicles that have become detached from a train are removed to the station in the rear, the next train to pass into the section must be stopped; and the driver of that train must be advised of the circumstance and be instructed to proceed cautiously.
175. (1) A Signaller must not give permission for a train to approach from the opposite end of a section when there is an obstruction on the line outside station limits. Fouling the Main line outside station limits.
- (2) Where a Signaller has given permission for a train to approach from the opposite end of the section, he must not permit the line to become fouled outside station limits.
- (3) A Signaller must not permit the single line to be fouled outside station limits unless the Driver fouling the line is in possession of the staff for the section so fouled except as provided by this rule, namely—
- (a) where special authority to do so is issued by the Chief Traffic Manager;
 - (b) permission has not been given for a train to approach from the opposite end of the section, the Signaller may, if necessary, allow the single line to be fouled, but before doing so he must obtain permission to do so from the Signaller at the opposite end of the section;
 - (c) Signallers may, if necessary for station work, foul the single line at both ends of the same section at the same time,

Rule 175

- provided no train is in the section, and each Signalman has obtained the required permission from the Signalman at the opposite end of the section; and
- (d) if a train is travelling in the section away from the station at which shunting operations have to be performed, and it is necessary to foul the single line outside station limits—
- (i) at an attended staff station, the Signalman may permit this to be done, but immediately *Train Arrival* has been received for that train, the Signalman must, if the line is still fouled, advise the station at the opposite end of the section; or
 - (ii) at an unattended staff station, this may be done, but immediately the section running time to the staff station in advance for the departed train expires, the shunting must cease and the train must be returned to within station limits.
- (4) When the line which has been fouled is again clear the Signalman must advise the Signalman at the opposite end of the section.
- (5) A person must not shunt, or permit shunting operations, outside station limits in the rear of a train which is being banked by a locomotive which has to return to the rear station.
- (6) Where the train in the section ahead is a ballast train working in the section, and is intended to return to the station without going to the station in advance, the Signalman must not permit shunting outside station limits until a man with hand signals and detonators has been sent to protect the shunting.
- (7) When, in accordance with this rule, a driver is required to foul the single line outside station limits, without being in possession of the

Rule 175

staff for the section, he must obtain written authority from the Signalman to do so before he proceeds beyond the station limits. (*Form SW1.*)

(8) Where the Driver is not in possession of the staff, and shunting is being performed outside station limits on the authority of the Signalman, the Driver and the person in charge of shunting operations must ensure that the shunting operations do not extend beyond sight of the Signalman, and not, in any case, beyond the distant signal, or, where a distant signal is not provided, not more than 600 yards beyond the facing points or location discs.

(9) The Signalman must collect the authority from the Driver immediately the work is completed or when he desires to withdraw it; but he must not withdraw the authority before the whole of the train is again brought within station limits.

(10) Where an authority is withdrawn, the Signalman must write the word "Cancelled" across the face of it.

(11) The Station Master must send cancelled authorities to the District Traffic Superintendent, at the close of each month.

(12) A Signalman asking, or giving, permission to foul the line outside station limits must make a note of the circumstances in his train register book.

(13) Except where special permission is given by the Chief Traffic Manager, and then only if there is a man in the leading vehicle in a position to prevent a runaway by using the brakes, a person must not place a train or vehicle outside a home signal, where the line is on a falling gradient towards the staff station in the rear.

(14) A person must not place a train or vehicle beyond the sight of the Signalman, and not, in any case, beyond the distant signal, or, where a distant signal is not provided, not more than 600 yards beyond the facing points or location discs.

(15) When the obstruction has been removed and the section is again clear, the Signalman must advise the Signalman at the staff station in the rear.

Rules 175, 176, 177 and 178

(16) Where it is necessary for a train to enter a section to shunt at an intermediate station or siding and then return to the station in the rear—

- (a) the Driver must first receive the staff for the section;
- (b) the Signaller must signal the train and deal with it as an ordinary train passing through the section;
- (c) after the train has completed the work and returned to the rear station, the Driver must deliver up the staff and the Signaller must advise the Signaller in advance of the completion of the work; and
- (d) each Signaller concerned must record in his train register book all relevant times.

Section obstructed.

176. (1) Where a prolonged obstruction exists—

- (a) the Signaller must affix a conspicuous notice to the staff box stating that an obstruction exists and at what mileage; and
- (b) traffic must be worked in accordance with rule 373 of these rules.

(2) In every case of obstruction, the Signallers at each end of the section obstructed must communicate with each other and arrive at a clear understanding how the obstruction is to be removed.

Train an unusually long time in section.

177. Where a train is an unusually long time in the section, the Signaller at each end of the section must take the necessary action, with a view to ascertaining the cause, and must immediately communicate with the Station Master at each end of the Section—

Working of unattended staff station.

178. Where it is required to work an unattended staff station the following procedure must be observed, namely—

- (a) a Driver must approach an unattended staff station with particular care;
- (b) subject to the provisions of paragraphs (c) and (d) of this rule, the Guard of a train must—
 - (i) effect the staff change;

Rule 178

- (ii) work fixed signals and points as required;
 - (iii) ensure the security of points, scotch blocks and derailleurs; and
 - (iv) before the departure of his train see that everything is in order;
- in accordance with these rules.
- (c) where there is an Assistant Guard on a train he must effect staff changes;
 - (d) where a Conductor or Ticket Examiner, qualified in safeworking is on duty on a train worked by one Guard, the Conductor or Ticket Examiner must effect staff changes;
 - (e) where a crossing has to be made at an unattended staff station in advance, the Signaller, or, if at an unattended staff station, the person changing the staff, must advise the Driver of that fact;
 - (f) where a train has *not* to be crossed or passed at an unattended staff station, where home signals are *not* provided, the Driver—
 - (i) must reduce the speed of his train and be prepared to stop at the facing points; and
 - (ii) when he can see that the facing points are correctly set and all is clear, may take his train into the station at a speed not exceeding ten (10) miles per hour until the locomotive has passed the signal box or staff room; but must stop clear of the next fouling point or, where practicable, with the brake van opposite the signal box or staff room,and, unless special instructions to the contrary are issued by the Chief Traffic Manager, the Guard or other authorised employee must then proceed to the locomotive and obtain the authority for the section, from the Driver;

Rule 178

- (g) where a train *has* to be crossed or passed at an unattended staff station where home signals are *not* provided—
 - (i) the Driver must stop at the facing points; and
 - (ii) the Guard, or other authorised employee, must then proceed to the locomotive and, if all is clear and he can see that no other train is approaching the station from the opposite end, and that there is no train in the station, must instruct the Driver to proceed slowly into the station clear of the next fouling point;
- (h) where a home signal *is* provided at an unattended staff station the Driver must stop the train at that signal, and the Guard, or other authorised employee, must then proceed to the locomotive; and
 - (i) if a crossing has *not* to be made and all is clear the Guard or other authorised employee must instruct the Driver to proceed slowly into the station clear of the next fouling point; and
 - (ii) if a crossing *has* to be made and all is clear, and he can see that there is no other train in the station, or approaching from the opposite end, the Guard, or other authorised employee, must instruct the Driver to proceed slowly into the station clear of the next fouling point;
- (i) where there is an Assistant Guard, he must, if practicable, ride on the locomotive so as promptly to admit the train into a station, in accordance with paragraphs (g) and (h) of this rule; and
- (j) where trains are required to cross at a staff station at which there is no person in charge, the Guard of the train which

Rules 178, 179 and 180

arrived first must work all points and signals until the departure of his train; and should the first train to depart leave from the crossing loop or other siding the Guard of that train must ensure that the points are re-set and locked in the normal position, after his train has passed over them.

179. A train must not be shunted for another train to pass or cross except at a staff station, unless special instructions are issued by the Chief Traffic Manager.

Shunting of train for another train to pass.

180. (1) In the event of a train staff being lost the District Traffic Superintendent must arrange the working of traffic over the section by means of proceed orders, unless he considers it desirable to introduce pilotworking.

Train staff lost.

(2) When the staff is found, or a new staff and boxes have been supplied, pilotworking, (if instituted) must be cancelled in accordance with rule 334 of these rules.

(3) Where the missing staff is found while the pilotworking is in force, the employee finding it must hand it, or book it as a value parcel, to the Pilotman, and arrangements must then be made for the ordinary working to be resumed, in accordance with rule 334 of these rules; but where a new staff and boxes have been supplied and brought into use and the old staff is subsequently found, the Station Master to whom it is given must secure it under lock and key, and advise the District Traffic Superintendent, by telegram, of that event; and the District Traffic Superintendent must make arrangements for its withdrawal.

(4) Where pilotworking is not in operation, a person finding the staff must keep it in his possession and immediately report the matter to the Chief Traffic Manager and District Traffic Superintendent; and the latter officer must issue instructions regarding the disposal of the staff.

Rules 181 and 182

Ballast
train
working
on the
section.

181. (1) Except where instructions to the contrary are issued by the District Traffic Superintendent, where a ballast train is required to work in a section, the Driver must be in possession of the staff.

(2) Where a ballast train has to work on a line, the Signaller handing the Driver the staff must advise the Driver and Guard, in writing, as to which end of the section the staff is to be taken, and at what time it must arrive there, in order to clear the line for the next train.

(Note: Points giving communication between the sidings and the running line locked by the staff can only be opened by the staff for that section of the line where the siding is situated, and the staff cannot be removed from the points lock until the points have been placed in the proper position for trains to pass upon the running line and have been securely locked so as to prevent vehicles passing from the sidings on to the running line.)

At some intermediate sidings a special Annetts lock is provided to facilitate the working of traffic. The key for this lock is provided at certain staff stations to permit the intermediate siding being worked by trains travelling on a staff or a ticket.

Points giving communication between the sidings and the running line locked by Annetts key cannot be opened by a train travelling on a staff or ticket except by means of the Annetts key, and the key cannot be removed from the lock until the points have been placed in the proper position and securely locked for the train to pass upon the running line.)

Annetts
locks
working.

182. (1) Subject to sub-rule (4) of this rule when a train, about to enter a section in which an Annetts key is required, is ready to leave, the Signaller must deliver the Annetts key to the Driver at the same time as he delivers the staff or ticket; and where a ticket is used the Signaller must endorse it "Siding Key," as an intimation to the station in advance that the Driver is in possession of the Annetts key.

Rule 182

(2) On arrival at a siding, the points of which are locked by the staff or the Annetts key—

- (a) the Driver must hand the staff or the key to the Guard, or employee in charge of the siding, to enable him to unlock the points;
- (b) when the necessary shunting has been completed and the points have been placed in the proper position for trains to pass upon the running line, the Guard or employee in charge of the siding must return the staff or key to the Driver;
- (c) the Driver must not proceed on his journey until the staff or key has been returned to him by the Guard or employee in charge of the siding; and
- (d) the Guard or employee in charge of the siding must in every case after shunting operations are complete and the staff or key has been withdrawn from the lock, try the point lever to ensure that the points are securely locked.

(3) On arrival at the opposite end of a section, the Driver must, when in possession of an Annetts key, deliver it to the Signaller at the same time as he delivers the staff or ticket.

(4) Where an Annetts key is being sent from one end of a section to the other (except when required to gain access to an intermediate siding)—

- (a) the person sending it must book it as a value parcel;
- (b) the Guard at the forwarding station, must sign for it; and
- (c) the Signaller to whom it is delivered must sign for it.

(5) When an Annetts key is not in use, the Signaller, or person in charge of it, must keep it securely locked up in the staff box; and when it is received from a train which has travelled on a ticket the person receiving it must lock it in the office safe until the train staff is received,

Rule 182

whereupon the person receiving the train staff must immediately place the Annetts key in the staff box at that station.

(6) The movements of the Annetts key must be recorded in the train register book at each end of the section by the Signaller concerned, and, except in the case of a jammed key, the Signaller at the advance station must not give permission for a following train to enter the section unless he has received the Annetts key as provided by sub-rule (3) of this rule; and in the case of a jammed key he must not give that permission until suitable arrangements, as provided for in sub-rule (7) of this rule, for the safeworking of the following train, have been made.

(7) In the event of a staff or Annetts key becoming jammed in the lock at a siding—

- (a) the Guard and Driver, after satisfying themselves that it cannot be withdrawn, may proceed on their journey;
- (b) the Guard and Driver must report that circumstance fully at the first staff station encountered;
- (c) the Signaller at the staff station must report the circumstance to the District Traffic Superintendent, District Electrical Supervisor, and the Maintainer for the section, and must advise the Permanent Way Ganger immediately;
- (d) the Permanent Way Ganger must spike the points concerned securely in their normal position;
- (e) Pilotworking may be instituted if necessary, after the points have been spiked in position; and
- (f) as soon as the staff is released, the person releasing it, if pilotworking has been instituted, must deliver it to the Pilotman, otherwise it must be taken to the end of the section, from which the next train will depart.

Rules 182, 183, 184 and 185

(Annetts locked sidings should, as far as possible, be worked only by trains carrying a train staff; but where local conditions do not permit that being done, sidings may be worked by trains travelling on a ticket, in which case the provisions of rule 182 of these rules apply.)

183. The Working Timetable, Appendices, or other Notices issued for the guidance of the employees, will contain a list of the staff stations, and of the siding points locked by the train staff or Annetts key.

Sidings locked by train staff or Annetts key.

184. A person forwarding or receiving any message in connection with telephone block working must record the time of doing so legibly, in ink, in the train register book, inserting the letter "S" (for staff) or "T" (for ticket), as the case may be, opposite the entry for the train.

Messages in connection telephone block working to be recorded.

185. (1) In the event of a staff being lost, or jammed in a staff lock, or when the staff for a section is at the opposite end to that from which a train is required to be despatched, and there is no means of transferring the staff in time to avoid serious detention of the train, the District Traffic Superintendent must, unless he considers it desirable to institute pilotworking, arrange traffic over the section by proceed order, until such time as normal working can be restored, and must make each proceed order applicable to one journey only, to the staff station next in advance.

Suspension of staff and ticket working and issue of proceed order.

(2) The Signaller at a station requiring a proceed order for a train to enter the section in advance, or, in the case of an unattended station, the Guard of the train, must make a request to the District Traffic Superintendent on form "A" (Form SW 8) for the authority to be issued.

(3) Where a request, as required by sub-rule (2) of this rule, has been made—

(a) if the station at the opposite end of the section is attended, the Signaller at that station must forward form "B" (Form SW 9) advice of opposing trains, to the District Traffic Superintendent;

Rule 185

- (b) if there are unattended stations between two attended stations, the Signaller at the attended station in advance of the station where the request for a proceed order is made, must forward form "B" to the District Traffic Superintendent; and
- (c) where a train, travelling in the opposite direction to that for which a proceed order is required, has left the attended station next in advance, the Signaller at that station must instruct the Guard of that train to forward form "B" from the first unattended staff station at which he arrives; and where that first station is a staff station other than that at which the crossing is to be made the Driver of the train travelling in the opposite direction must be furnished with a form "C" (*Form SW 10*) in accordance with sub-rule (7) of this rule and until such form "B" (also form "C" where necessary) has been furnished the proceed order must not be issued.
- (4) Where the condition which required the issue of a proceed order is remedied, before the train which is to travel on that order departs, the Signaller must not permit the train to leave until the District Traffic Superintendent has been advised of the altered circumstances; and if the proper authority for the section becomes available the District Traffic Superintendent must cancel the proceed order and when he has been advised that this has been done, he may give permission for the train to depart in possession of the proper authority for the section.
- (5) On receipt of forms "A" and "B" the District Traffic Superintendent may, if he considers it advisable, issue an authority on form "D" (*Form SW 11*) for the Driver of the train to travel to the next staff station in advance without being in possession of the staff or ticket for the section, provided the requirements of sub-rule (7) of this rule have been complied with.

Rule 185

(6) Where the District Traffic Superintendent issues an authority on form "D"—

- (a) the District Traffic Superintendent must, except as otherwise provided by these rules, transmit the particulars of the form by telephone direct to the Signaller who applied for the proceed order;
- (b) the Signaller must record those particulars on form "E" (*Form "E" is printed on Yellow paper*) and, at once, repeat them back to the District Traffic Superintendent who must, if they are correctly repeated back to him, confirm the order and complete form "D";
- (c) the Guard must countersign the original of the form "E";
- (d) the Signaller must—
 - (i) remove the original of the form "E" and hand it to the Driver; and
 - (ii) leave the counterfoil of the form in the book;
- (e) the Driver receiving the form "E" must—
 - (i) take it as authority to proceed to the Staff Station next in advance, without being in possession of the staff or ticket for the section; and
 - (ii) on arrival at the Staff Station next in advance, hand the form to the Signaller there;
- (f) the Signaller at the station next in advance, on receiving the form "E" must, if the train has arrived complete, cancel the order by writing the word "Cancelled" across it and insert his name, the time and the date (*if portion of the train is left in the section, the provisions of rule 372 of these rules apply*); and

Rule 185

- (g) where direct telephone communication is not possible, between the District Traffic Superintendent and the station at which the train is to start—
- (i) the District Traffic Superintendent must relay the particulars of the form "D" through a convenient station;
 - (ii) the person receiving the particulars at the relay station must write them on a telephone message form and, at once, repeat them back to ensure that they are correctly recorded;
 - (iii) when the particulars have been telephoned forward from the relay station, the person receiving them must repeat them back; and the employee telephoning the particulars forward is responsible for ensuring that they are correctly sent and repeated back; and
 - (iv) immediately the particulars have been repeated back from the station at which the train is to start, the employee at the relay station must advise the District Traffic Superintendent of the time the particulars were sent and the name of the receiver of them.
- (7) Where a proceed order is issued for a train to travel through a section, and the train is to travel to an unattended station—
- (a) a Signaller must not permit any train travelling in the opposite direction to leave the attended station next in advance of the unattended station until it has been stopped and the Driver furnished with form "C" (*Form SW 10*) and his signature and that of the Guard have been obtained on the form; and

Rules 185 and 186

- (b) where a train is travelling in the opposite direction and has already left the last attended station in advance of the unattended station, a person must not issue a proceed order for a train to travel towards such unattended station until the train travelling in the opposite direction has been stopped and the Driver furnished with a form "C" and his signature obtained on the form.

(8) A Signaller using a form in connection with the issue of a proceed order, including form "E", must forward it, immediately after use, to the Chief Traffic Manager, together with a full report of the circumstances necessitating issue.

(9) Where a proceed order is issued, a person in charge of the staff must, where possible, secure it under lock and key, and must not release it until the proceed order has been cancelled unless specially authorised by the District Traffic Superintendent.

(10) Where, through failure of communications, or from any other cause, it is not possible to arrange the issue of a proceed order, pilotworking must be instituted.

186. (1) To facilitate the working of trains requiring assistance in the rear over steep gradients where the train staff and ticket system is in operation, when the train is travelling on the staff or a proceed order, and it is not necessary for the bank engine to run the entire length of the staff section, the Driver of the bank engine in the rear of the train must carry a bank engine key to enable him to return to the station from which it was received.

Working
of bank
engines—
bank engine
key.

(Note: At a station where this system is in operation an electric switchlock is provided. It is attached to the telephone instrument, and is controlled by a special key called the bank engine key which, when withdrawn from the switchblock, disconnects the electric circuit of the telephone instruments so that no communication can be

Rule 186

made between the stations at each end of the section until the bank engine key has been returned, and the electric switch locked. The bank engine key is provided with a large ring, on which is engraved "Bank Engine Key", the name of the station from which the bank engine starts, and the mileage to which the bank engine is authorised to run before returning. If a train is assisted in the rear by a bank engine, which is required to run the entire length of the section, rule 172 applies.)

(2) A Driver must not carry a bank engine key over a section where the train staff and ticket system is in operation except as required by sub-rule (1) of this rule.

(3) Where a train is assisted in the rear by a bank engine, and the latter is not required to travel the entire length of the section—

- (a) the Signalman must advise the Signalman at the station in advance (unless unattended) that the train is assisted by a bank engine in the rear, and that the bank engine will not run the entire length of the section;
- (b) each Signalman must record the circumstances in his train register book;
- (c) the first Signalman must, after advising the Signalman in advance of the circumstances—
 - (i) remove the bank engine key from the electric switch lock;
 - (ii) take the key, together with the staff or proceed order, to the Driver of the train locomotive to whom he must deliver the staff or proceed order and obtain his acknowledgment on the prescribed form (*see Form SW 7*) and at the same time show him the bank engine key, and orally inform him that the key will be handed to the Driver of the bank engine; and

Rule 186

- (iii) hand the bank engine key, together with the acknowledgement of the Driver of the train locomotive that he is in possession of the staff or proceed order to the Driver of the bank engine; and
 - (d) the Guard of the train must assure himself, before giving the rightaway, that the Driver of the bank engine is in possession of the bank engine key and bank engine key form, and that the bank engine is properly attached to the train.
- (4) Upon the arrival of the bank engine at the mileage to which it is authorised to run, the Driver must return at once to the station from which he received the bank engine key, and hand it together with the bank engine key form to the Signaller, who must—
- (a) immediately place the key in the electric switch lock;
 - (b) cancel the form; and
 - (c) advise the Signaller at the station in advance that the bank engine has returned,

and each Signaller must record the fact in his train register book.

- (5) A Signaller must not take a bank engine key out of an electric switch lock, for any purpose, other than for a bank engine assisting a train in the rear, and then only in accordance with these rules.

(When the bank engine key is replaced care must be taken to fully turn it in the lock).

- (6) A person must not use a bank engine key, unless the station where it is located is attended; and a Signaller who issues a bank engine key must remain on duty, and in attendance, until the bank engine has returned to the station from

Rules 186, 187 and 188

which the key was obtained, the key has been replaced in the lock, and the bank engine key form has been cancelled.

Bank engine
key lost.

187. (1) Where a bank engine key is lost and the bank engine has returned, and the bank engine key form is in possession of the Signaller, the Maintainer may cut out the switch lock in the presence of the Station Master and the Signaller, each of whom must sign an endorsement on the bank engine key form, stating the circumstances; and the Station Master must retain the form until the key is found or another key provided.

(2) A person must not provide a new key unless authorised to do so by the Chief Traffic Manager.

(3) Where the key is damaged and will not operate the lock, the Maintainer may cut out the lock if the key and form are in possession of the Signaller, and so restore communication; but, where the key has to be taken away by the Maintainer for repairs, he may do so only after he has given the Station Master a receipt for it, which must be endorsed by the Signaller.

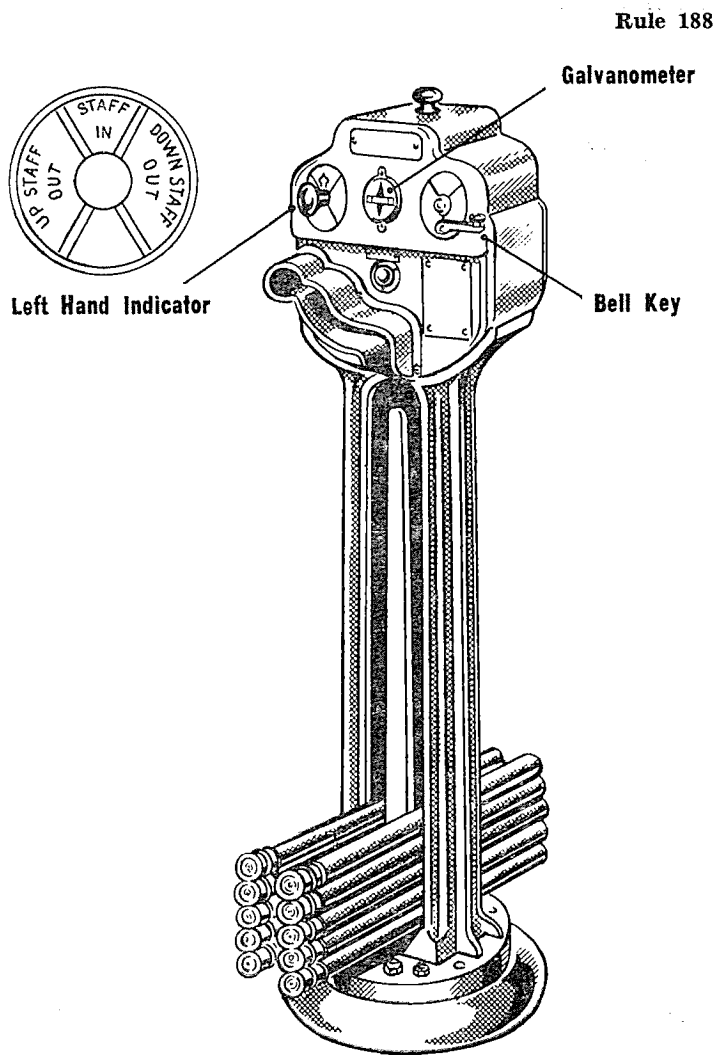
(4) In every case of loss or damage to a bank engine key, or where a key fails to work and communication is destroyed, a person must not permit a train to enter the section until a caution order has been issued and has been signed by the Driver and Guard (*see rule 168*).

Division 3—Electric Train Staff Block System.

(In addition to General Absolute Block rules 148 to 164 the following rules 188 to 224 apply to the Electric Train Staff Block System.)

Bell signals
for electric
train staff
block system.

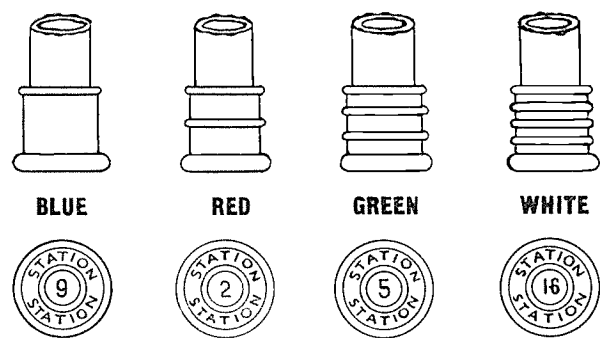
188. (1) A person concerned with the working of the electric staff system must apply all rules and instructions appertaining to that working to both large and miniature types of instruments as required.



LARGE STAFF INSTRUMENT

Rule 188

ELECTRIC STAFFS



(2) Where bell signals are permitted by these rules the following must be used to give the indications shown in the Table to this rule.

THE TABLE

See Rule	Signal	Beats on Bell	How to be given
154	Call Attention	1	1.
197 198	Is line clear for :		
	(a) Express Passenger Train ?		
	Through Passenger Train ?	4	4 consecutively.
	Relief Train ?		
	(b) Ordinary Passenger Train ?		
	Mixed Train ?	4	3 pause 1.
	(c) Fast Goods Train ? Livestock Train ? Perishable Train ?	5	5 consecutively.
	(d) Empty Coach Train ?	5	2 pause 2 pause 1.
	(e) Through Goods Train? Through Ballast Train ?	5	4 pause 1.
	(f) Shunting Goods Train ?	3	3 consecutively.
156	(g) Engine and Brakevan ?	4	1 pause 3.
	(h) Light Engine or Light Engines Coupled Together	5	2 pause 3.
	(i) Ballast train requiring to stop in the section ? Rail motor car ? Self Propelled Per. Way Machine ?	5	1 pause 2 pause 2.
	Train departure	*2	2 consecutively.
157	Train waiting	7	3 pause 4.
158	Bank Engine in rear of train	*4	2 pause 2.

Rules 188 and 189

THE TABLE—continued

See Rule	Signal	Beats on Bell	How to be given
159	Assistant Engine in front or Two trains coupled	*6	2 pause 2 pause 2.
200	Train arrival, or obstruction removed	3	2 pause 1.
160	Obstruction Danger	*6	6 consecutively.
204	Release Staff for Shunting	7	5 pause 2.
205	Shunting completed—staff replaced	7	2 pause 5.
	Shunting in rear of departing train	6	5 pause 1.
	Shunting in rear of departing train completed	6	1 pause 5.
161	Stop and examine train	*7	7 consecutively.
207	Cancelling "Is Line Clear" ? or "Train Departure" signal	8	3 pause 5.
208	Last train incorrectly described	8	5 pause 3.
209	Train passed without tail disc or lights	*9	9 consecutively to Box in Advance. 4 pause 5 to Box in Rear.
162	Train divided	*10	5 pause 5.
163	Shunt train for following train to pass	*11	1 pause 5 pause 5.
210	Vehicles running away	*12	2 pause 5 pause 5.
376	Engine of last train broken down in section	6	2 pause 1 pause 2 pause 1.
376	Relief engine to remove breakdown in section	12	4 pause 2 pause 4 pause 2.
219	Return Bank Engine	*9	2 pause 3 pause 4.
219	Bank Engine returned with key	9	4 pause 1 pause 4.
158	Cancel Bank Engine in Rear of Train	12	8 pause 2 pause 2.
155	Speak on telephone	*7	4 pause 2 pause 1.
220	Opening of signal-box	15	5 pause 5 pause 5.
220	Closing of signal-box	17	7 pause 5 pause 5.
214	Testing instruments and bells	16	16 consecutively.
218	Transference of staffs by Maintainer	16	4 pause 4 pause 4 pause 4.

* These signals are not preceded by the Call Attention signal.

189. The signalling of trains on the electric train staff system does not relieve any person of the obligation of using fixed, hand, or detonating signals, whenever and wherever those signals may be necessary.

Signalling of trains by electric staff system not to exclusion of other signals.

(Note: The object of the system of electric train staff signalling is to prevent more than one train being between any two adjoining staff stations at the same time, and, when no train is in the section between two adjoining staff stations, to permit a

Rules 189, 190 and 191

train being started from either end. This is accomplished by every train carrying a staff, one staff only being obtainable from the staff instruments of the same section at the same time.

The system under which electric train staff instruments are to be worked, and the mode of indicating description of approaching trains, are laid down in rules 195 to 198 of these rules.)

Methods of
electric
staff
working.

190. (1) Where electric staff working is permitted by these rules the following methods must be used, namely—

- (a) ordinary;
- (b) semi-automatic; or
- (c) full-automatic.

(2) Ordinary working must be used where the stations at each end of the section are attended; semi-automatic working must be used where the station at one end of the section is attended, and at the other there is no one in attendance; and full-automatic working must be used where the stations at each end of the section are unattended.

(Note: Switches are provided to change from ordinary working to semi-automatic or full automatic working as required. Special change-over switches may be provided, where required, to provide methods which are not covered in these rules to convert from one system of electric staff working to another. In that event the Chief Traffic Manager will issue special instructions for a method of operation.)

Ordinary
working des-
cription of
apparatus.

191. Apparatus for ordinary working consists of a staff instrument and a staff bell mounted adjacent to the instrument; the staff instrument contains a number of staffs; the staffs for different

Rules 191 and 192

sections are painted different colours and have different types of heads (*see diagrams, pages 135 and 136*); each staff is numbered and has engraved or mounted on it the name of the staff station at each end of the section to which it applies.

192.—Apparatus for semi-automatic working of the closed circuit relay type, besides the staff instrument, staffs, and bell as described for ordinary working—

Semi-automatic working closed circuit type.

(a) at an attended station consists of—

(i) a backboard which has on it—

a changeover switch showing "Ordinary" for one position and "Semi-auto" for the other;

a press button; and
a buzzer, hooter, or vibratory bell;
and

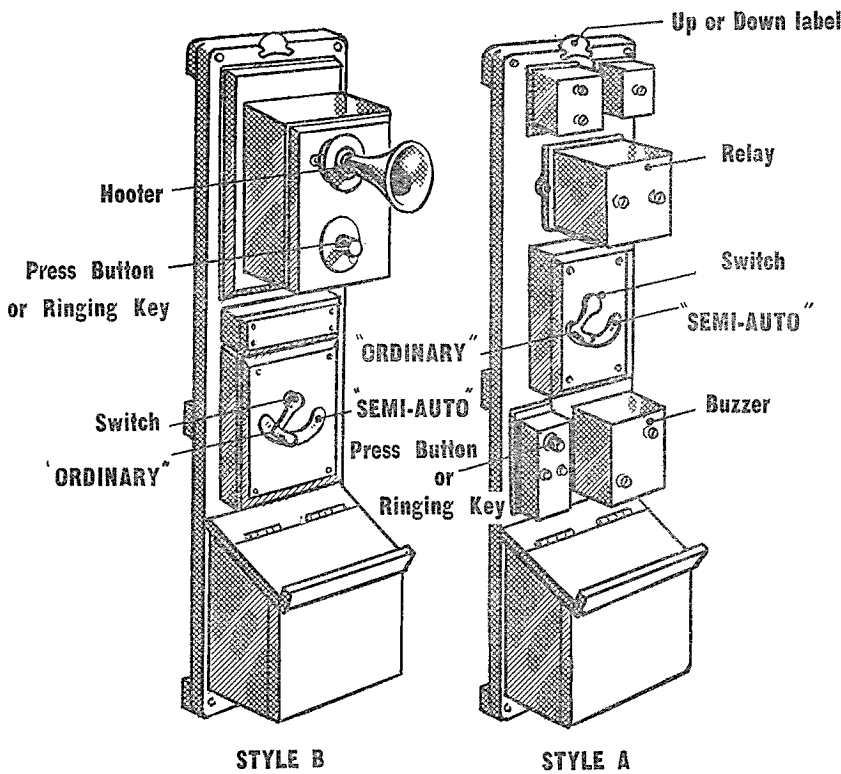
(ii) a special indicator marked "In", "Closed", "Out"; when the switch is in the "Ordinary" position the indicator shows "Closed"; and when the switch is in the "Semi-auto" position the indicator shows whether a staff is "In" or "Out" as the case may be;

(b) at an unattended station consists of—

a backboard which has on it a change-over switch showing "Ordinary" for one position, "Semi-auto" for the other (*see diagrams, page 140*).

Rule 192

ELECTRIC STAFF SYSTEM



BACKBOARDS-ATTENDED STATION
CLOSED CIRCUIT RELAY TYPES

Rules 193 and 194

Semi-
automatic
working
open circuit
type.

193. Apparatus for semi-automatic working of the open circuit type, besides the staff instrument and staffs as described for ordinary working—

- (a) at an attended station consists of—
 - a backboard which has on it—
 - a telephonette,
 - a press button,
 - a hooter,
 - a special indicator marked "In", "Closed", "Out". (Normal position "Closed"),
 - a battery switch (where provided) marked No. 1, No. 2.

(b) at an unattended station consists of—

- (i) a backboard which has on it—
 - a telephonette,
 - a press button,
 - a hooter,
 - a battery switch (where provided) marked No. 1, No. 2.
- (ii) a changeover switch located in a box which is locked by means of a carriage key. The switch shows "Ordinary" for one position, and "Semi-auto" for the other.

(See diagrams, pages 142 and 143.)

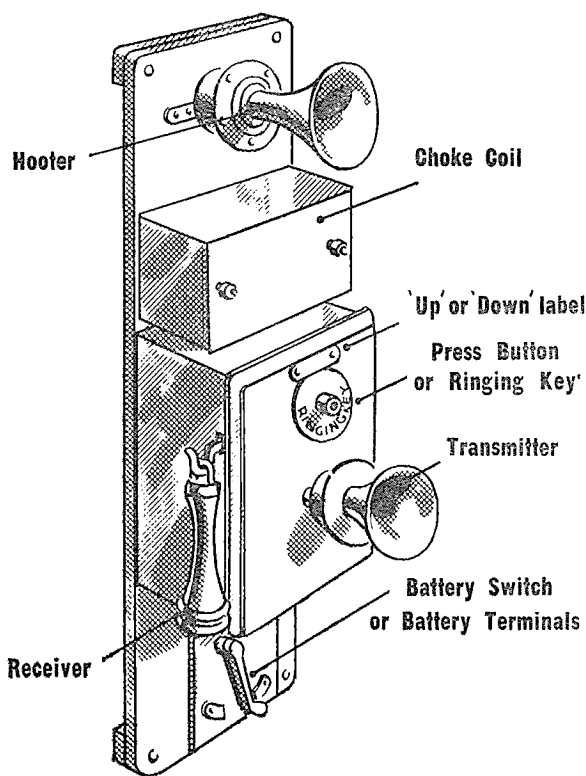
Full
automatic
working—
description
of apparatus.

194. Apparatus for full automatic working, besides the staff instruments, staffs, and bell as described for ordinary working, at each end of a full automatic section consists of—

- (a) a changeover switch (where provided) showing "Ordinary" for one position and "Full-auto" for the other; the changeover switch is located in a box, adjacent to the staff instrument, locked by means of a carriage key; and
- (b) a special indicator, which shows "In", "Closed", "Out"; the normal position is at "Closed".

Rule 193

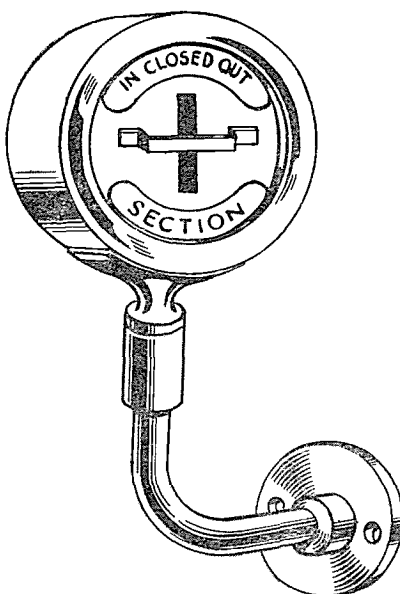
ELECTRIC STAFF SYSTEM



BACKBOARD-OPEN CIRCUIT TYPE

Rules 194, 195 and 196

SPECIAL INDICATOR



195. (1) When the staff instruments are not in use, the left hand indicator must be in the vertical position. Normal position of indicators.

(2) When the indicator is in its normal position the line must be taken to be closed.

196. (1) The Signaller or other person specially appointed for the duty must use the instruments and bells exclusively for the purposes shown in these rules. Use of instruments and bells.

(2) The Signaller must make the required movements on the instruments and bells slowly and distinctly, and in such a manner that the pauses between each set of beats are clearly marked.

Rule 197

Method of
obtaining
staff and
signalling.

197. (1) The method of obtaining a staff and signalling by persons required to do so by these rules shall be as follows (for the purpose of this rule "A", "B", and "C", represent three consecutive staff stations) namely—

- (a) prior to the despatch of a train from "A", the Signalman there, if—
 - (i) he has received the *Train Arrival* signal for the previous train;
 - (ii) permission has not been given for a train to approach in the opposite direction; and
 - (iii) the left hand indicator is in its normal position,must call the attention of the Signalman at "B", and, having obtained it, must give the proper *Is Line Clear?* signal;
- (b) in the event of the line being clear in accordance with rule 198 of these rules the Signalman at "B" must acknowledge the signal and give the necessary permission for the train to approach in the following manner—when pressing down the bell key on the last beat in acknowledging the *Is Line Clear?* signal, "B" must hold it down, and continue holding it down until he sees that the needle of the galvanometer has returned to its upright position. (*The holding down of the bell key by "B" will cause the galvanometer needle in "A"'s instrument, as well as in his own, to be deflected to a slanting position*), and
- (c) on seeing the galvanometer needle assume a slanting position, the Signalman at "A" must—
 - (i) take out a staff, (*the actual withdrawal of which will cause the bell of that instrument to ring once, but this is not a signal from the opposite end of the section*); and

Rule 197

- (ii) turn the left hand indicator to "Up Staff Out" or "Down Staff Out", as the case may be, and press it hard down. (*This will cause the galvanometer needle to return to its upright position in the instruments in both signal-boxes and will indicate to "B" that a staff has been withdrawn at "A" and the left hand indicator there has been turned;*
- (d) the Signalman at "B" must, on seeing the galvanometer needle regain the upright position—
 - (i) release the bell key; and
 - (ii) at once, turn his left hand indicator to "Up Staff Out" or "Down Staff Out", as the case may be;
- (e) after removing a staff the Signalman at "A" may, if the line is clear, hand the staff to the Driver and exhibit the necessary signals for the train to leave "A";
- (f) when the train leaves "A" the Signalman there must send the *Train Departure* signal to "B", and the Signalman at "B" must acknowledge the signal;
- (g) the Signalman at "B", if he has received the *Train Arrival* signal, for the previous train, and permission has not been given for a train to approach in the opposite direction and if the left hand indicator is in its normal position, (subject to sub-rule (2) of this rule)—
 - (i) must thereupon call the attention of "C", and, having obtained it, must give the proper *Is Line Clear?* signal to "C";
 - (ii) on receiving permission from "C" for the train to approach, "B" may place his signals to *Proceed* for the train to travel to "C";
 - (iii) on the arrival of the train at "B", must obtain the staff from the Driver; and

Rule 197

- (iv) after ensuring the requirements of rule 200 of these rules are satisfied, must insert the staff in the instrument and call the attention of "A", and, having obtained it, give the *Train Arrival* signal to "A", and
- (h) the Signaller at "A" must acknowledge the *Train Arrival* signal given by the Signaller at "B" and each Signaller must then replace his left hand indicator to "Staff In". (*His instrument will then be in the normal position.*)

(Note: On some instruments a left hand indicator is not provided. Instead a press button is placed on the left hand side of the instrument and after a staff has been withdrawn this button must be pressed in firmly and held for a count of three. This will cause the galvanometer needles on both instruments to assume the upright position and indicate to the station in advance that a staff has been withdrawn.)

(2) When authority is granted by the Chief Traffic Manager, in order to minimise delays to trains in the event of the staff instrument failing, a staff may be obtained by the Signaller in the rear not more than two hours before the train for which it is required is due.

(3) The Chief Traffic Manager may grant the authority referred to in sub-rule (2) of this rule where the working of the traffic will so permit, and where it would take two hours or more to institute pilotworking; and in the case of a shorter section, where the institution of pilotworking would take less than two hours. he may grant an authority to obtain a staff during such lesser period as he thinks fit.

(4) A Signaller issuing or receiving a staff must record its number in the train register book.

Rules 198 and 199

198. (1) Except where special instructions to the contrary are issued, a person required to acknowledge the *Is Line Clear?* signal and to give permission for a train to approach must do so in accordance with rule 197 of these rules, where—

Line Clear,
or giving
permission
for a train
to approach.

(a) at a station which is not a crossing place—
the line is clear for at least a quarter of a mile beyond the home signal or location disc; and

(b) at a crossing, terminal, or junction station—
the line on which the approaching train has to run is clear to the home signal (or outer home signal where provided), or facing points or location disc, where a home signal is not provided.

(2) When permission has been given for a train to approach in accordance with rule 197 of these rules, a Signaller must not allow an obstruction, outside station limits, of the line on which that train is required to run, unless the cancelling signal has been received from the staff station in the rear and a staff is obtained for the move about to be made.

(3) In the event of the line not being clear, or if from any other cause the Signaller is not in a position to give permission for the train to approach when the Signaller in the rear forwards the *Is Line Clear?* signal, he must *not* acknowledge that signal, until he is prepared to receive the train whereupon he must give permission for it to approach in accordance with the prescribed rules.

199. (1) Where a ballast train is required to stop in a section for permanent way purposes, the Signaller must give the prescribed *Is Line Clear?* signal, and the Signaller at the staff station in advance must, if the section is clear, give permission for the train to approach.

Ballast
train
requiring
to stop
in the
section.

(2) Where a ballast train, which has been signalled as a through ballast train, requires to stop in the section for permanent way purposes, and comes to a stand at a staff station, to enable the

Rules 199 and 200

Guard to inform the Signalman that his train is going to stop in the section in advance (*See rule 466*), the Signalman must restore the staff to the instrument and give the *Cancelling* signal and when the signal has been acknowledged he must signal the train as a *Ballast Train Requiring to Stop in the Section*.

(3) A Signalman must give the Driver and Guard of a ballast train that is required to work on the line notice in writing, when giving the Driver the staff, as to which end of the section the staff has to be taken, and the time at which it must be there, in order to clear the line for the next train.

(4) In the event of the Guard of the ballast train requiring his train to return to the staff station in the rear, instead of going through to the staff station in advance, he must obtain the permission of the Signalman at the staff station in the rear, before his train enters the section; and when the train has arrived back complete and the section is again clear, the Signalman at the staff station in the rear must restore the staff to the instrument and give the *Cancelling* signal to the staff station in advance.

Train
arrival.

200. A person must not take a train to be clear of a section and must not give the *Train Arrival* signal to the signal-box in the rear—

- (a) at attended stations which are not crossing places, until the last vehicle (with white disc or red tail lights attached) has passed at least a quarter of a mile beyond the home signal or location disc;
- (b) at unattended stations which are not crossing places, until the last vehicle of the train (with white disc or red tail lights attached) has arrived within the home signal, or facing points or location disc where a home signal is not provided, and then only when the train is ready to depart; or
- (c) at a crossing, terminal, or junction station, until the last vehicle of the train (with white disc or red tail lights attached)

Rules 200, 201, 202, 203 and 204

has arrived within the home signal, or the facing points or location disc, where a home signal is not provided.

201. Where a train is an unusually long time in a section, the Signaller at each end of the section must take the necessary action, with a view to ascertaining the cause, and must immediately communicate with the Station Master and Train Controller where the train control system is in operation.

Train an unusually long time in section.

202. A Signaller at a staff station, which is not a crossing place, situated between two staff stations, both of which are crossing places, must not allow a train to approach from the station on each side of him at the same time.

Train staff stations which are not crossing places.

203. (1) Where a train, which has to pass another at a crossing place, is late, the train arriving first must be sent on to the next crossing station in advance if it will be advantageous to do so.

Crossing trains out of course.

(2) The Signaller or person in charge must decide whether to send a train to the next crossing station, under sub-rule (1) of this rule, or not, using his discretion according to the circumstances, and must inform the Signaller at the staff station in advance, when practicable, of the course decided upon.

(3) Where the train control system is in operation, the places at which trains will cross must be determined by the Controller.

204. (1) To obtain a staff for shunting, a Signaller must send the *Release Staff for Shunting* signal to the next staff station, and the Signaller there must, provided he is in a position to accept such signal, acknowledge it, and give permission for a staff to be withdrawn.

Release staff for shunting.

(2) Where it is necessary to work an intermediate station, or siding, between two staff stations, and the train requires to return to the

Rules 204 and 205

station from which the staff was obtained, the Signaller issuing the staff must instruct the Guard and Driver in writing, as to the time by which they must return the train, in order to clear the line for the next train.

(3) When the shunting is completed, and the section is again clear, the Signaller must replace the staff in the instrument, and must send the *Shunting Completed—Staff Replaced* signal to the next staff station.

Fouling the
single line
for station
work.

205. (1) A Signaller must not give permission for a train to approach from the opposite end of a section when there is an obstruction on the single line outside station limits.

(2) Where a Signaller has given permission for a train to approach from the opposite end of a section he must not permit the line to be fouled outside station limits.

(3) Except where special permission is given by the Chief Traffic Manager, and then only if there is a man in the leading vehicle in a position to prevent a runaway by using the brakes, a person must not place any train or vehicle outside the facing points where the line is on a falling gradient towards the staff station in the rear.

(4) A Signaller must not permit the single line outside station limits to be fouled unless the Driver of the train or vehicle causing the fouling is in possession of the staff, except that where a train is travelling, in the section, away from the station at which shunting operations have to be performed, and it is necessary to foul the single line outside station limits, this may be done provided the following conditions are observed, namely—

- (a) before the main line is fouled in these circumstances outside station limits, the Signaller must send the *Shunting in Rear of Departing Train* signal to the station in advance, and must receive an acknowledgment before permitting shunting to proceed;

Rule 205

- (b) immediately *Train Arrival* signal is received from the station in advance, the Signalman must obtain a staff and deliver it to the Driver of the locomotive performing the shunting operations; and where the shunting is completed before the train arrives at the station in advance, the Signalman must give the *Shunting in rear of Departing Train Completed* signal;
 - (c) a Signalman forwarding and receiving the *Shunting in Rear of Departing Train* signal must make a note of the circumstances in his train register book; and
 - (d) at the unattended end of a semi-automatic section, where a train requires to shunt in the rear of a departing train the Guard must send the *Shunt in Rear of Departing Train* signal and the Signalman at the attended station must not, on the arrival of the first train, insert the staff in the staff instrument until he receives from the Guard at the unattended station the *Shunting in Rear of Departing Train Completed* signal.
- (5) A Signalman must not permit shunting in the rear of a train, as described in sub-rule (4) of this rule—
- (a) where the train in the section is banked in the rear by a locomotive, the Driver of which is in possession of the bank engine key (*see rule 219*); or
 - (b) beyond station limits, where the train in the section ahead is a ballast train and is intended to return without going to the staff station in advance, until a man with hand signals and detonators has been sent to protect such shunting.

Rule 205

(6) Where, in accordance with this rule, a Driver is required to foul the main line outside the station limits, without being in possession of the staff for the section—

- (a) the Driver must receive a written authority (*Form SW 1*) from the Signaller to do so before he proceeds beyond those limits;
- (b) the Signaller must collect the authority from the Driver immediately the work is completed, or when he desires to withdraw it; but not until the whole of the train is again brought within station limits; and
- (c) when an authority is withdrawn, the Signaller must, at once, write the word "Cancelled" across the face of it.

(7) Where the staff is available in accordance with paragraph (b) of sub-rule (4) of this rule the Signaller must hand it to the Driver, and must withdraw the written authority referred to in sub-rule (6) of this rule, and, in that circumstance, it is not necessary for the whole of the train to be brought within station limits, before the order is withdrawn.

(8) During foggy weather, a person must not shunt outside station limits, except where the Driver is in possession of the staff.

(9) A driver shunting outside station limits, at a station on a full automatic section, must be in possession of the staff on every occasion; and shunting must not be permitted unless he is in possession of the staff.

(10) Except where he is in possession of the staff for the section, a Driver shunting outside station limits must ensure that vehicles do not go beyond the distant signal, or when a distant signal is not provided, more than 600 yards beyond the facing points, or location disc, or beyond sight of the Signaller, and must not place a train or vehicle beyond the limits prescribed by this sub-rule.

Rules 205, 206 and 207

(11) Where an obstruction has been removed and the main line or lines are again clear, the Signalman must replace the shunt staff and must give the *Shunting Completed, Staff Replaced* signal to the staff station in advance.

(12) A Signalman must send all cancelled authorities at the close of each month to the District Traffic Superintendent.

206. (1) Where a prolonged obstruction exists— Prolonged
obstruction.

(a) the signalman must affix a conspicuous notice to the staff instrument, stating that an obstruction exists and at what mileage; and

(b) traffic must be worked in accordance with rule 380 of these rules.

(2) In every case of obstruction, the Signalmen at each end of the section must communicate with each other and arrive at a clear understanding how the obstruction is to be removed.

(3) When the line is again clear, a Signalman must not allow a train to pass the point where the obstruction existed, unless the Driver is in possession of the staff for the section.

(4) In every case of obstruction away from a staff station, a Signalman must not restore a staff to the instrument at either end of the section, until the section is clear, except as provided by rules 209 and 376 of these rules.

207. Where it is necessary to cancel an *Is Line Clear?* or *Train Departure* signal— Cancelling
signal.

(a) the Signalman must restore the staff to the instrument and send the *Cancelling* signal to the staff station in advance;

(b) the Signalman at the staff station in advance must acknowledge the signal;

(c) each Signalman must make an entry in the train register book recording the fact of the signal having been cancelled; and

Rules 207, 208 and 209

- (d) the Signalman must not use the *Canceling* signal, unless the *Is Line Clear?* or *Train Departure* signal has been acknowledged or accepted; and must only use it in a case where a train has been signalled to the staff station in advance and it is found that such train will not proceed in the usual course.

Last train
signalled
incorrectly
described.

208. For the purpose of correcting an *Is Line Clear?* signal, in the event of the wrong description of a train having been sent forward—

- (a) the Signalman wishing to alter the description must do so by giving the *Last Train Signalled Incorrectly Described* signal, subject to the provisions of rule 199 of these rules, to the signal-box in advance;
- (b) the Signalman at the signal-box in advance must acknowledge the signal;
- (c) the former Signalman must then forward the correct *Is Line Clear?* signal;
- (d) the Signalman at the signal-box in advance must acknowledge the signal in the ordinary manner; and
- (e) a Signalman must not interfere with the position of the left hand indicator.

Train passed
without tail
disc or
lights.

209. (1) A Signalman must carefully watch each train as it passes, and satisfy himself that it is complete before giving the *Train Arrival* signal to the staff station in the rear.

(2) In the event of a train passing without the proper tail signals—

- (a) the Signalman—
 - (i) must send the *Train Passed Without Tail Disc or Lights* signal to the staff station on each side of him; and
 - (ii) must not deposit the staff in the instrument;

Rules 209 and 210

- (b) the Signaller at the staff station in advance must—
- (i) stop the approaching train, and ascertain from the Guard whether his train is complete;
 - (ii) if the train is complete, give the *Train Arrival* signal; and
- (c) on receiving the *Train Arrival* signal the Signaller at the staff station from which the *Train Passed Without Tail Disc or Lights* signal was sent must—
- (i) Deposit the staff in the instrument; and
 - (ii) give the *Train Arrival* signal to the station in the rear.
- (3) In the event of a Signaller becoming aware, as a train passes into the section in advance, that a portion of the train has been left behind, he must take steps to clear the obstruction, by detaching the first available locomotive at either end of the staff section from its train for the purpose of clearing the line.
- (4) A Signaller must deal with a locomotive sent into a section to clear an obstruction as provided by rule 376 of these rules.
- (5) When a train or locomotive stops at a staff station, or before leaving a terminal, a Signaller must, where practicable, see that the tail signals are in proper order, so as to avoid as far as possible the unnecessary use of the *Train Passed Without Tail Disc or Lights* signal.
- (6) Where a vehicle that has become detached is removed to the station in the rear, the Signaller must stop the next train to pass into the section and advise the Driver of the circumstances and instruct him to proceed cautiously.

210. (1) Where any vehicle, train, or portion of a train, is running away—

- (a) the Signaller at the staff station towards which the vehicle, train or portion of a train, is running must be advised of

Vehicles
Running
away.

Rule 210

the fact by the Signalman at the staff station in the rear giving the *Vehicles Running Away* signal;

(b) the Signalman receiving that signal must—

- (i) stop any train about to proceed on the same line; and
- (ii) take any other measures that may be necessary, such as turning the runaway vehicle, train, or portion of a train, on to another line or into a siding, or repeating the signal to the next staff station, whichever appears to be the most expedient under the circumstances.

(2) The Signalman at each end of a section, in which a vehicle, train, or portion of a train, has run away, must stop the first train entering the section and must not allow it to proceed until he has ascertained that the line on which it is about to run is not obstructed.

(3) The Signalman at the staff station from which the runaway vehicle, train, or portion of a train, has started, or any other Signalman whose station may be passed by the runaway vehicle, train, or portion of a train, must, immediately, give the *Obstruction Danger* signal to the Signalman at the staff station towards which the runaway vehicle, train, or portion of a train, is travelling, before giving the *Vehicles Running Away* signal (*as prompt action on the part of both Signalmen may prevent a mishap*).

(4) Where a Signalman receiving the *Obstruction Danger* signal succeeds in stopping the train or locomotive for which the *Is Line Clear?* signal has been accepted, he must—

- (a) restore the staff to the instrument; and
- (b) advise the Signalman in advance by giving the *Cancelling* signal.

Rule 211

211. (1) Except as provided by rules 217, 328, 330 and 374 of these rules, a Driver must not leave a staff station without the staff for that section of the line over which he is about to run, and except where the staff has been shown to him as required by sub-rule (2) of this rule and by rules 157, 158 and 159 of these rules.

Drivers not to start without the staff and the proper signals being exhibited.

(2) Except where instructions to the contrary are issued, where a train has more than one locomotive, or where two or more light engines, or two trains, are coupled together, the Signaller must show the staff to each Driver and deliver it to the Driver of the rearmost locomotive, who must carry it.

(3) Upon receiving a staff, a Driver—

- (a) must not proceed until all the necessary fixed or other signals are exhibited;
- (b) must keep the staff under his own charge (except as provided by rules 206, 215 and 376 of these rules), until he reaches the end of the section; and when he reaches the end of the section, or has returned to the station from which the staff was issued, must give it up to the Signaller, unless required to retain it in accordance with rules 374 and 376 of these rules.

(4) A driver must not take the staff beyond the staff station at which it ought to be left.

(5) In the event of a Signaller receiving a wrong staff he must—

- (a) return it, *under cover*, by the most expeditious means, but must not use a train for the purpose except where the train returning the wrong staff is also in possession of the proper authority for the section; and
- (b) report the circumstances by telegram to the District Traffic Superintendent and District Locomotive Superintendent or District Locomotive Foreman.

Rules 211, 212 and 213

(6) A Signaller or person in charge who contributes to any irregularity in staff working is responsible for the irregularity, in addition to the Driver.

(7) A Driver must reduce the speed of his train when passing a staff station at which he is not timed to stop, so as to permit receiving and delivering of the staff.

(8) A person must not throw a staff to the ground.

Custody and
transference
of staff.

212. (1) Except as provided by rules 150, 218 and 376 of these rules, and when required by a duly authorised Maintainer for testing purposes, a person, other than the Signaller for the time being, must not take a staff from, or place it in, an instrument.

(2) Except where that person is specially appointed to the duty, a person other than the Signaller for the time being, must not receive a staff from or deliver it to, a Driver.

(3) A Driver, while a staff is in his charge, must carry it in the rack or other place provided for the purpose on the locomotive.

(4) Except as provided by rules 206, 209, 329 and 376 of these rules, a Signaller must not transfer a staff from one train to another, without passing it through the proper instrument and dealing with it as required by these rules.

Failure
of staff
apparatus.

213. In the event of a failure of the staff instruments, between any two staff stations, the Signallers concerned must, at once, take steps to have the fault put right; and where repairs cannot be effected immediately, the District Traffic Superintendent must arrange for the working of traffic over the section by means of proceed orders in accordance with rule 217 of these rules, unless he considers it desirable to order the introduction of pilotworking.

Rules 214 and 215

214. (1) A Signaller must use the *Testing Instruments and Bells* signal, to ascertain whether the bells and instruments are in perfect order, but must do so only when no train has been signalled.

Testing
instruments
and bells.

(2) A Signaller must withdraw and replace a staff, to ascertain that the instrument is working correctly.

215. (1) A person requiring to open points giving communication between the sidings and the running line controlled by the staff must open those points with the staff for that section of the line where the siding is situated only (*the staff cannot be removed until the points have been replaced in the proper position for trains to pass upon the running line, and securely locked so as to prevent vehicles passing from the sidings on to the running line*).

Controlling
sidings by
means of
the staff.

(2) On arriving at a siding the points of which are controlled by the staff, a Driver must hand the staff to the Guard or man in charge of the siding, to enable the points to be unlocked; and when the necessary shunting has been completed and the points have been placed in the proper position for trains to pass upon the running line, the Guard or person in charge of the siding must return the staff to the Driver, who, except as provided by sub-rule (4) of this rule, must not proceed on his journey, until the staff has been so returned to him.

(3) A person in charge of shunting must, in all cases after shunting operations are complete, and the staff has been withdrawn from the lock, try the point lever to ensure that the points are securely locked.

(4) In the event of a staff becoming jammed in a staff lock at a siding—

- (a) the Guard and Driver, after satisfying themselves that it cannot be withdrawn, may proceed on their journey;
- (b) the Guard and the Driver must report the circumstances fully at the first station encountered;

Rules 215 and 216

- (c) the Station Master to whom the report is made must report the matter to the District Traffic Superintendent, the District Electrical Supervisor and the Maintainer for the section, and must advise the Permanent Way Ganger immediately;
- (d) the Permanent Way Ganger must spike the points concerned securely in their normal position;
- (e) until such time as the jammed staff has been released from the lock, the District Traffic Superintendent must arrange the working of traffic over the section by proceed order in accordance with rule 217 of these rules unless he considers it desirable to introduce pilotworking; and
- (f) when the Maintainer releases the staff from the lock he must retain it in his possession, until instructed by the District Traffic Superintendent to restore it to the instrument.

Staff lost
or damaged.

216. (1) In the event of a staff being lost, the District Traffic Superintendent must arrange the working of traffic over the section by means of proceed orders, unless he considers it desirable to introduce pilotworking.

(2) Where the staff cannot be found, after diligent search,—

- (a) the District Traffic Superintendent and the District Electrical Supervisor must give a certificate to that effect to the Chief Traffic Manager;
- (b) on receipt of the certificate referred to in paragraph (a) of this sub-rule, the Chief Traffic Manager must issue a circular giving full particulars of, and cancelling, the missing staff;
- (c) any Signaller concerned must ensure that a copy of the circular is affixed to the staff instruments for the section; and

Rule 216

- (d) the Signal and Telecommunications Engineer must then authorise the instruments to be put in order to permit staff working being resumed.
- (3) In the event of the missing staff being found, after the provisions of sub-rule (2) of this rule have been put into effect,—
 - (a) the employee who finds it must keep it in his possession and immediately report the matter to the Chief Traffic Manager, the District Traffic Superintendent and the Signal and Telecommunications Engineer; and
 - (b) the District Traffic Superintendent must issue instructions regarding disposal of the staff.
- (4) Where from any cause, a staff is broken whilst out of the instrument—
 - (a) a person must not replace the parts in the instrument; and
 - (b) the District Traffic Superintendent must arrange traffic by means of proceed orders, in accordance with rule 217 of these rules, except where he considers it advisable to introduce pilotworking, until arrangements are made for the broken staff to be replaced or repaired and the instruments put in working order.
- (5) In the event of a staff being damaged, but not broken, the Signaller must, if possible, insert it in the instrument, and work the traffic with the other staffs until the staff is repaired, or a new one is provided.
- (6) In the event of a staff being bent an employee engaged in the running of trains must not straighten it (except when it is necessary for the working of the instrument), but must draw the Maintainer's attention to its condition and report it to the nearest Station Master who must issue the necessary fault form.

Rule 216

(7) Where a staff is so damaged that it cannot be repaired at the station and replaced in the instrument—

- (a) the District Traffic Superintendent must arrange the working of traffic over the section by means of proceed orders, in accordance with rule 217 of these rules, except where he considers it desirable to introduce pilotworking;
- (b) the Maintainer, after receipt of instructions from the District Traffic Superintendent to do so, must—
 - (i) take possession of the damaged staff;
 - (ii) place the instruments in phase, by taking out another staff; and
 - (iii) fill up a damaged staff form (*Form SW 5*);
- (c) where there is a Signaller on duty, or pilotworking has been introduced, the Signaller or Pilotman must countersign the damaged staff form; and
- (d) pilotworking, if instituted, must then be cancelled in accordance with rule 334 of these rules.

(8) Where a damaged staff can be repaired at the station, the Maintainer, after repairing it, must retain it in his possession until instructed by the District Traffic Superintendent to replace it in the instrument.

(9) Before the Maintainer takes possession of a damaged staff, he must give the Signaller a receipt for it, and for the one taken out for balancing, on the proper form (*Form SW 6*), stating the numbers and section to which the staffs belong; and when each staff has been replaced in the proper instrument and each instrument has been put in phase, the Maintainer must collect the receipt and forward it to the Signal and Telecommunications Engineer.

Rules 216 and 217

(10) In the event of a staff being broken or becoming damaged, in such a manner that it cannot be placed in the instrument, it must be disposed of as follows namely—

- (a) if pilotworking is introduced, the Pilotman—
 - (i) must take possession of the staff and must retain it until it is withdrawn by the Maintainer;
 - (ii) must tie the broken pieces of staff together; and
 - (iii) may use the staff for the purpose of introducing pilotworking, except on a section where a bank engine key is in use and that key is out of the instrument;
- (b) if a Signalman is on duty and traffic is being worked by means of proceed order, the Signalman must secure the broken or damaged staff under lock and key until it is withdrawn by the Maintainer; and
- (c) if at an unattended station and traffic is being worked by proceed order, the District Traffic Superintendent must issue instructions regarding the custody of the broken or damaged staff.

(11) A Signalman must report any staff failure immediately, by telegram, to the Chief Traffic Manager, the District Traffic Superintendent, the Signal and Telecommunications Engineer, the District Electrical Supervisor, and the Maintainer for the section.

217. (1) In the event of the staff for a section in advance not being obtainable, due to failure of the instruments, lost staff, broken or damaged staff, or staff jammed in points lock, the District Traffic Superintendent must, unless he considers it desirable to introduce pilotworking, arrange the working of traffic over the section by proceed order, until such time as the apparatus is restored

Suspension of electric staff working and issue of proceed order.

Rule 217

to proper working order; and must make each proceed order applicable to one journey only, to the staff station next in advance.

(2) The Signaller at the station requiring the proceed order for a train to enter the section in advance, or in the case of an unattended station, the Guard of the train, must make a request to the District Traffic Superintendent on form "A" (*Form SW 13*) for the authority to be issued.

(3) Where a request, as required by sub-rule (2) of this rule, has been made—

- (a) if the station at the opposite end of the section is attended, the Signaller at that station must forward form "B", (*Form SW 14*) advice of opposing trains;
- (b) if there are unattended stations between two attended stations, the Signaller at the attended station in advance of where the request for a proceed order is made, must forward form "B" to the District Traffic Superintendent, except as provided by paragraph (c) of this sub-rule; and
- (c) where a train travelling in the opposite direction to that for which a proceed order is required has left the attended station next in advance, the Signaller at that station must instruct the Guard of that train to forward form "B" from the first unattended staff station at which he arrives; and where that first station is a staff station other than that at which the crossing is to be made, the Driver of the train travelling in the opposite direction must be furnished with a form "C" in accordance with sub-rule (7) of this rule; and until the form "B" (also form "C" where necessary) has been furnished, the proceed order must not be issued.

(4) Where the condition which required the issue of a proceed order is remedied before the train which is to travel on that order departs,

Rule 217

the Signaller must not permit the train to leave, until the District Traffic Superintendent has been advised of the altered circumstances; and if the proper authority for the section becomes available the District Traffic Superintendent must cancel the proceed order and, when he has been advised that this has been done, he may give permission for the train to depart in possession of the proper authority for the section.

(5) On receipt of forms "A" and "B" the District Traffic Superintendent may, if he considers it advisable, issue an authority on form "D" (*Form SW 16*) for the Driver of the train to travel to the next staff station in advance, without being in possession of the electric staff for the section, if the requirements of sub-rule (7) of this rule have been complied with.

(6) Where the District Traffic Superintendent issues an authority on form "D"—

- (a) the District Traffic Superintendent must, except as otherwise provided by these rules, transmit the particulars of the form by telephone direct to the Signaller who applied for the proceed order;
- (b) the Signaller must record those particulars on form "E" (*Form "E" is printed on green paper*) and, at once, repeat them back to the District Traffic Superintendent who must, if they are correctly repeated back to him, confirm the order and complete form "D";
- (c) The Guard must countersign the original of the form "E";
- (d) the Signaller must—
 - (i) remove the original of the form "E" and hand it to the Driver; and
 - (ii) leave the counterfoil of the form in the book;
- (e) the Driver receiving the form "E" must—
 - (i) take it as authority to proceed to the staff station next in advance, without being in possession of the electric staff for the section; and

Rule 217

- (ii) on arrival at the staff station next in advance, hand the form to the Signaller there;
- (f) the Signaller at the station next in advance, on receiving the form "E" must, if the train has arrived complete, cancel the order by writing the word "Cancelled" across it and insert his name, the time and the date (*if portion of the train is left in the section, the provisions of rule 379 of these rules apply*); and
- (g) where direct telephone communication is not possible, between the District Traffic Superintendent and the station at which the train is to start,—
 - (i) the District Traffic Superintendent must relay the particulars of the form "D" through a convenient station;
 - (ii) the person receiving the particulars at the relay station must write them on a telephone message form and, at once, repeat them back to ensure that they are correctly recorded;
 - (iii) when the particulars have been telephoned forward from the relay station, the person receiving them must repeat them back; and the employee telephoning the particulars forward is responsible for ensuring that they are correctly sent and repeated back; and
 - (iv) immediately the particulars have been repeated back from the station at which the train is to start, the employee at the relay station must advise the District Traffic Superintendent of the time the particulars were sent and the name of the receiver of them.

Rule 217

(7) Where a proceed order is issued for a train to travel through a section and the train is to travel to an unattended station—

- (i) a person must not permit any train travelling in the opposite direction to leave the attended station next in advance of the unattended station, until it has been stopped and the Driver furnished with form "C" (*Form SW 15*) and his signature and that of the Guard have been obtained on the form; and
- (ii) where a train is travelling in the opposite direction and has already left the last attended station in advance of the unattended station, a person must not issue a proceed order for a train to travel towards the unattended station, until the train travelling in the opposite direction has been stopped and the Driver has been furnished with a form "C" and his signature obtained on the form.

(8) A Signalman using a form in connection with the issue of a proceed order, including form "E", must forward it, immediately after use, to the Chief Traffic Manager, together with a full report of the circumstances necessitating its issue.

(9) Where, through failure of communications, or from any other cause, it is not possible to arrange the issue of a proceed order, pilotworking must be instituted.

(10) In the event of it being possible to remove a Staff from the instrument at one end of the section, or of a staff being already out of the instrument, the Signalman must, where possible, secure that staff under lock and key, and must not release it until the proceed order has been cancelled, except when specially authorised by the District Traffic Superintendent.

(11) At a station where a bank engine key is provided and an instrument failure occurs, the Signalman must examine the bank engine key to

Rules 217 and 218

see that it is properly in the electric switch lock and correctly turned before making a request for a proceed order.

Balancing
of staffs.

218. (1) On a staff section where a greater number of trains runs in one direction than in the other, causing the staffs to accumulate at one end of the section—

- (a) the Maintainer appointed for the purpose must—
 - (i) when necessary, transfer the extra staffs from the staff instrument at which they accumulate to the instrument at the other end of the section;
 - (ii) before taking out the staffs, advise the Signaller at the other end of the section that he is about to do so, by sending the prescribed signal;
 - (iii) record the serial numbers of staffs removed by him, in the staff book register provided for the purpose and also in the train register book;
 - (iv) sign both entries and insert the time at which the transaction takes place; and
 - (v) retain in his possession all of the staffs he has withdrawn until he has placed them in the instrument at the other end of the section;
- (b) the Signaller must sign the entries made in the staff book register and the train register book by the Maintainer under this rule;
- (c) the Signaller at the staff station to which the staffs are transferred must—
 - (i) compare the numbers recorded in the Maintainer's register with the numbers of staffs received;
 - (ii) when he has satisfied himself that the numbers are correct, and that all of the staffs have been deposited

Rules 218 and 219

in the proper instrument, sign the register, and insert the time at which the transaction took place; and

(iii) insert the serial numbers of the staffs received in the train register book; and

(d) at an unattended staff station the Maintainer must enter in the train register book the serial numbers of any staffs taken from, or deposited in, the staff instruments; and sign and date the entry.

(2) When a staff instrument contains less than six staffs, the Signaller, unless he knows that they will be balanced by returning traffic, must advise the Maintainer so that the necessary transfer of the staffs may be made.

(3) When removing staffs, as required by this rule, a Maintainer must always remove an even number—that is 2, 4, 6 and so on.

(4) Before a Maintainer withdraws or replaces a staff, or interferes with or commences work on a staff instrument, he must “open” or disconnect the line circuit.

(5) Where apparatus for balancing of staffs by means of staff transfer magazines is provided, special instructions governing the use of the apparatus will be issued by the Chief Traffic Manager and must be complied with by persons using that apparatus.

219. (1) To facilitate the working of trains requiring assistance in the rear, over steep gradients, on single lines, where the electric staff system is in operation, and where it is not necessary for the bank engine to run the entire length of the staff section, the Driver of the train locomotive must carry the staff, or proceed order if such has been issued, and the Driver of the bank engine in the rear of the train a bank engine key (as described below) to enable the bank engine to return to the station from which the bank engine key was received.

Working
of bank
engines by
bank engine
key.

Rule 219

(Note: At a station where an electric switchlock is provided, it is in circuit with the staff instrument, and is controlled by a key called the bank engine key, which, when withdrawn from the switchlock, disconnects the electric circuit of the staff instrument so that a staff cannot be obtained nor communication made on the instruments at either end of the section until the bank engine key has been returned, inserted in the lock and fully turned. The bank engine key is provided with a large ring, on which is engraved "Bank Engine Key," the name of the station from which the bank engine starts, and the mileage to which the bank engine is authorised to run before returning. If a train is assisted in the rear by a bank engine, which is required to run the entire length of the section, rules 158 and 433 of these rules apply.)

(2) At a staff station where bank engine key working is in operation and which is unattended during certain periods, a person must not use bank engine key working, unless the station is switched into "Ordinary" operation and a Signaller is on duty.

(3) A Driver must not carry a bank engine key over a section where electric staff working is in operation, except as required by sub-rule (1) of this rule.

(4) Where a train is assisted in the rear by a bank engine, and the latter is not required to travel the entire length of the section, the Signaller must—

- (a) signal the train which is assisted in the usual manner;
- (b) obtain the staff from the instrument (or issue a proceed order);
- (c) when the train is ready to start, give the *Train Departure* signal and receive the acknowledgement;
- (d) immediately after he has given the departure signal and received an acknowledgement give the *Return Bank Engine*

Rule 219

signal, to indicate that the train is assisted by a bank engine in the rear, and that such locomotive will not run the entire length of the section, and receive an acknowledgement;

(e) after he has received an acknowledgement of the *Return Bank Engine* signal—

- (i) remove the bank engine key from the electric switchlock;
- (ii) take the key, together with the staff (or proceed order if one has been issued), to the Driver of the train locomotive, to whom he must deliver the staff (or proceed order);
- (iii) obtain the Driver's acknowledgment of the delivery of the staff on the prescribed form (*Form SW 7*);
- (iv) show the Driver the bank engine key;
- (v) orally inform the Driver that the key will be handed to the Driver of the bank engine; and
- (vi) hand the bank engine key, together with the acknowledgement of the Driver of the train locomotive, to the Driver of the bank engine, and the Guard of the train must assure himself, before giving the rightaway, that the Driver of the bank engine is in possession of the bank engine key and bank engine key form, and that the bank engine is properly attached to the train.

(5) Upon the arrival of the bank engine at the mileage to which it is authorised to run—

- (a) the Driver must, at once, return to the station from which he received the bank engine key and hand it to the Signaller, together with the bank engine key acknowledgement form; and

Rules 219 and 220

(b) the Signaller must, at once, cancel the form, insert the key in the lock and turn it fully, and then give the *Bank Engine Returned with Key* signal; and the Signaller receiving that signal must acknowledge it, at once.

(6) A person must not use or take out of an electric switchlock a bank engine key, for any purpose, other than for a bank engine assisting a train in the rear, and then only in accordance with these rules.

(When the bank engine key is replaced, care must be taken to turn it fully in the lock).

(7) A Signaller who issues a bank engine key must remain on duty, and in close attendance, until the bank engine has returned to the station whence the key was obtained and the key has been replaced in the lock.

(8) Where the bank engine key is lost or damaged, pilot-working must be introduced and the provisions of subrules (1), (2) and (3) of rule 187 of these rules must, thereupon, be applied; and pilot-working must be maintained until the instruments have been restored to normal.

Semi-
automatic
working,
closed
circuit
type.

220. (1) If the special indicator at an attended station shows "Out", a person must not make any attempt to withdraw a staff.

(2) Where a station at one end of a section is only attended during certain periods the Signaller at that station, when coming on duty, if the station at the opposite end of the section is attended, must give the *Opening of Signal-Box* signal, and on receipt of acknowledgement, both Signallers must turn their switches to "Ordinary".

(3) Except where special instructions to the contrary are given, a person must not turn the switches to "Semi-auto" during any period when both stations are attended.

(4) Before the Signaller at the partly attended station goes off duty, he must give the *Closing Signal-Box* signal, and immediately on receipt of acknowledgement both Signallers must turn their switches to "Semi-auto".

Rule 220

(When the switches at both stations are at "Semi-auto" the Signaller at the attended station can obtain a staff automatically if there is not one already out).

(5) At the unattended station, a Guard, or other authorised person, before asking for a staff, in accordance with rule 197 of these rules, must satisfy himself that the switch is at "Semi-auto", and the galvanometer needle is vertical.

(6) The Signaller at the station in advance on receipt of the *Is the Line Clear?* signal must, if prepared to grant a staff, acknowledge and hold down, in accordance with rule 197 of these rules.

(7) In the event of a buzzer sounding at an attended station for which no cause can be ascertained, the Signaller must—

- (a) turn the switch to "Ordinary";
- (b) placard the instrument as "Out of Order"; and
- (c) advise the Maintainer at once.

(The buzzer at the attended station sounds when a staff is being taken out or replaced, when the press-button at the attended station is depressed, when the bell key at the unattended station is depressed, or when any fault occurs in the circuit.

The attended station can call the unattended station when the switches are at "Semi-auto" by depressing the press-button on the backboard, which rings the bell at the unattended station. Both the press-button at the attended station and the bell key at the unattended station must be depressed slowly.

Should the switch at the unattended station be moved to "Ordinary" when the switch at the attended station is at "Semi-auto", the buzzer at the attended station will sound and continue to do so until the switch is replaced. Should the switch at the unattended station be placed at "Semi-auto" and the switch at the attended station is at "Ordinary" the bells at both stations will give one

Rules 220 and 221

ring, both the galvanometer needles will be deflected and the special indicator will go to "Closed".)

Semi-automatic working, open circuit type.

221. (1) At an attended station, the needle of the special indicator indicates the state of the section when the staff is raised to the drum of the staff instrument, and a person must not, under any circumstances, attempt to withdraw a staff from the instrument when the special indicator needle points to "out".

(2) At an unattended station, the switch is normally at "Semi-auto", and where the station is attended during certain periods, the Signaller, when coming on duty, must give the *Opening Signal-Box* signal, and, immediately upon receipt of acknowledgment, must turn his switch to "Ordinary".

(3) Before the Signaller goes off duty at a partly attended station, he must give the *Closing-Signal Box* signal and immediately on receipt of acknowledgment, turn his switch to "Semi-auto".

(When the switch at the unattended station is at "Semi-auto" the Signaller at the attended station can obtain a staff automatically, if there is not one already out).

(4) At an unattended station, a Guard or other authorised person, before asking for a staff, must satisfy himself that the switch is at "Semi-auto", the galvanometer needle is vertical, and must then give the *Is Line Clear?* signal on the press button, in accordance with rule 197 of these rules.

(5) The Signaller at the station in advance, on receipt of the *Is Line Clear?* signal, must, if prepared to grant a staff, acknowledge and hold down, in accordance with rule 197 of these rules.

(In the event of a hooter failing or of speech on a telephone becoming difficult to hear, the switch under the telephone should be moved from No. 1 to No. 2 position, or vice versa; and if the attention of the station cannot be gained, a person required

Rules 221, 222, 223 and 224

to gain that attention should take the receiver off the hook, and call loudly, or blow a whistle into the transmitter).

222. (1) This system provides for the withdrawal of a staff from the instrument at either end of a section, without the co-operation of any person at the other end of the section, if there is not already a staff out for that section.

Method of operation on fully automatic working.

(2) Where it is necessary to withdraw a staff, and the changeover switch is at "Full-auto" a Guard or other authorised person must press the bell key to ascertain the state of the section concerned; and if there is not a staff out of the instruments, the indicator will show "In" and a staff can be withdrawn.

(3) Where a section is occupied, the indicator will show "Out", and a person must not, under that circumstance, attempt to withdraw a staff from the instrument.

223. In the event of an instrument failing so that a staff cannot be withdrawn when the switches are at "Semi-auto", the person requiring a staff must make every effort to raise the station in advance, and having done so and explained the circumstances, must turn the switches to "Ordinary", and may then ask for a staff, and if one is obtained under these circumstances, must turn the switch back to "Semi-auto".

Failure of instrument where changeover switches are installed.

224. The following rules must be observed in the working of unattended staff stations, namely—

Working of trains through unattended staff stations,

- (a) a Driver must approach an unattended staff station with particular care;
- (b) except as provided by paragraphs (c) and (d) of this rule, the Guard of a train must be responsible for staff changing, and the working of fixed signals, points, scotch blocks, and derailleurs, in accordance

Rule 224

with these rules, and, before the departure of his train, must ensure that the provisions of rule 416 of these rules have been complied with;

- (c) where there is an Assistant Guard on a train he must be responsible for staff changing;
- (d) in the event of a Conductor or Ticket Examiner, qualified in safeworking, being on duty on a train worked by one Guard, the Conductor or Ticket Examiner must be responsible for staff changing;
- (e) the Signaller, or person changing the staff, if at an unattended staff station, must advise the Driver when a crossing has to be made, at the unattended staff station in advance;
- (f) where a train has *not* to be crossed or passed at an unattended staff station, where home signals are *not* provided, the Driver—
 - (i) must reduce the speed of his train and be prepared to stop at the facing points; and
 - (ii) when he can see that the facing points are correctly set and all is clear, may take his train into the station at a speed not exceeding ten (10) miles per hour until the locomotive has passed the signal box or staff room; but must stop clear of the next fouling point or, where practicable, with the brake van opposite the signal box or staff room,

and, unless special instructions to the contrary are issued by the Chief Traffic Manager, the Guard or other authorised employee must then proceed to the locomotive and obtain the authority for the section, from the Driver;

Rule 224

- (g) where a train *has* to be crossed or passed at an unattended staff station where home signals are *not* provided—
 - (i) the Driver must stop at the facing points; and
 - (ii) the Guard, or other authorised employee, must then proceed to the locomotive and, if all is clear and he can see that no other train is approaching the station from the opposite end, and that there is no train in the station, must instruct the Driver to proceed slowly into the station clear of the next fouling point;
- (h) where a home signal *is* provided at an unattended staff station the Driver must stop the train at that signal, and the Guard, or other authorised employee, must then proceed to the locomotive; and
 - (i) if a crossing has *not* to be made and all is clear the Guard or other authorised employee must instruct the Driver to proceed slowly into the station clear of the next fouling point; and
 - (ii) if a crossing *has* to be made and all is clear, and he can see that there is no other train in the station, or approaching from the opposite end, the Guard, or other authorised employee, must instruct the Driver to proceed slowly into the station clear of the next fouling point;
- (i) where there is an assistant Guard, he must, if practicable, ride on the locomotive, so that the train can be promptly admitted into the station in accordance with paragraphs (g) and (h) of this rule; and

Rules 224 and 225

- (j) when trains are required to cross at a staff station at which there is no person in charge, the Guard of the train which arrived first must ensure the correct working of all points and signals, until the departure of his train; in the event of the first train to depart leaving from the crossing loop or other siding the Guard of that train must ensure that the points are reset and locked in the normal position, after his train has passed over them.

Division 4—Single and Double Lines of Railway Automatic Signalling System.

(a)—Rules Applicable to both Single and Double Lines.

(In addition to General Absolute Block rules 148 to 164 the following rules 225 to 282 apply to the Automatic Signalling System over Single and Double Lines of Railways.

Rules 225 to 243 apply to both Single and Double Line Automatic Signalling.

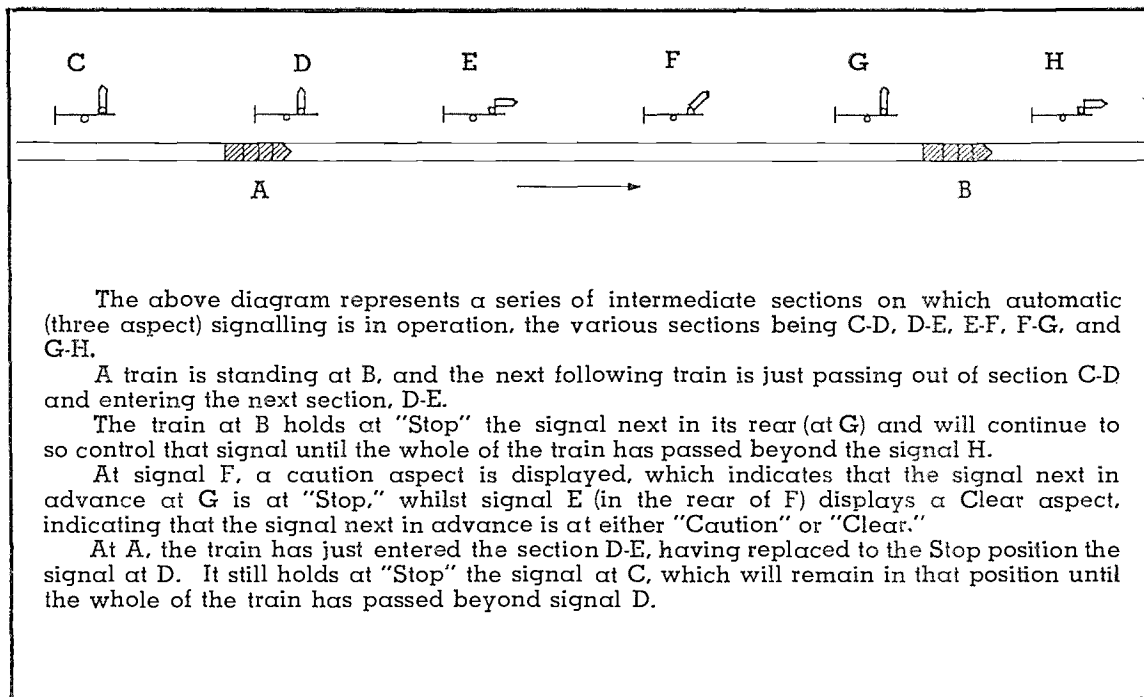
Rules 244 to 271 apply to Single Line Automatic Signalling, only.

Rules 272 to 282 apply to Double Line Automatic Signalling, only.)

Object of
automatic
signalling.

225. (1) The object of automatic signalling is to facilitate the regular movement of trains, by dividing the line between signal-boxes and crossing stations into track sections, (called intermediate sections) and automatically maintaining the proper space intervals between following trains.

(2) Where the track controlling an automatic signal is unoccupied the signal automatically assumes the *Clear* or *Caution* position (*see diagram on the page opposite*).



Rules 226, 227, 228 and 229

Signalling
of trains by
automatic
signals.

226. The signalling of trains by the automatic signalling system does not relieve any person of the obligation of using hand or detonating signals, whenever and wherever those signals may be necessary.

Trains not
to move
in wrong
direction.

227. The Driver must not cause or permit a train to set back or otherwise move in the wrong direction, in any circumstances other than those set out in rules 237, 256, and 381 to 395 of these rules and then only in conformity with those rules.

Numbering
automatic
signals.

228. (1) Every automatic signal must be distinguished by a combination of numbers painted on the signal post, based on the mileage at which it is fixed; and of those figures the upper must represent the mileage and the lower two figures the nearest chain.

(2) In order to distinguish down from up signals, the nearest odd chain must be selected to indicate the down signal and the nearest even chain the up signal.

Interference
with track
circuits.

229. (1) By reason of the risk of its interference with track circuits, a Driver must use sand sparingly, by applying sufficient only to provide effective braking or adhesion, and where heavy sanding is necessary, in case of emergency, the Driver must advise the nearest Signaller or the Train Controller of that circumstance.

(2) In automatic signalling areas, train crews must not use ballast for the purpose of providing extra adhesion.

(3) Where sand, ballast, or other material is on the line in quantity sufficient to prevent the wheels making metallic contact with the rails, the Driver must stop the train and the train must be protected, in accordance with these rules, in both front and rear, when travelling on a single line, and in the rear only when on a double line; and the nearest Signaller or the Train Controller must be advised of that circumstance, as soon as practicable after its happening.

Rules 229, 230 and 231

(4) Permanent Way men and other employees must use particular care to avoid making contact between one rail and another with crowbars or any other metallic substance; and, on no account, must metallic gauges be used in automatic signalling areas, or where track circuits are installed.

(5) Where track circuits exist the wire bonding of the rails at the joints is essential for the safe and proper working of the signalling system, and every employee must use particular care to prevent damage to the bond wires and must see that ballast is kept clear of them; and an employee must advise the Maintainer at once if bond wires are damaged.

230. (1) In the event of any failure, or irregularity in the working of the system, every employee becoming aware of that occurrence must report it, by the quickest possible means to—

Reports of failures and irregularities.

- (a) the Maintainer for the area;
- (b) the Train Controller;
- (c) the Signaller at each end of the section; and
- (d) such other officers as instructed by the Chief Traffic Manager from time to time.

(2) Every Driver must also report any irregularities on his daily running statement.

231. Automatic signal installations may be operated by—

Operation of automatic signal installations.

- (a) remote control from a central control station (Centralised Traffic Control by Train Controller);
- (b) remote control from adjacent attended station;
- (c) interlocked signal-boxes;
- (d) train crews at unattended crossing stations when a crossing is to be effected; or
- (e) station staff at attended crossing stations.

(In the case of installations worked by remote control or interlocked signal-boxes the fixed signals are semi-automatic. The type of apparatus provided to operate the signals is described in the local

Rules 231, 232, 233, 234 and 235

instructions for the place concerned. At some places in areas operated by centralised traffic control apparatus is provided to enable the local interlocked signal-box to be switched out. When the signal-box is switched out, certain lines in the station are placed under the control of the Centralised Traffic Control Operator. At attended and unattended crossing stations arrival signals and departure signals are provided.)

Describing
of trains.

232. Means of advising train movements between signal-boxes at each end of a section may be by—

- (a) bell code;
- (b) loud-speaker system; or
- (c) train describer apparatus.

(The method used, and the bell code (if any) will be contained in the local instructions applying to the places concerned.)

Advice of the
arrival and
departure
of trains.

233. Except where centralised traffic control is in operation, or instructions to the contrary are issued by the Chief Traffic Manager, Signalmen must advise the Train Controller of the arrival and departure time of all trains, other than those which run through unattended stations; and when a train stops at an unattended crossing station the Guard, or in the case of a light engine, the Fireman, must give the time of arrival and departure to the Train Controller.

Telephones
in automatic
signal areas.

234. Telephones are provided adjacent to semi-automatic signals as required, and adjacent to all automatic signals; and the cabinet in which the telephone is located is distinguished by diagonal black bars painted on it.

"T" light
indicator.

235. (1) At certain stations, an illuminated letter "T" is exhibited on the platform or station building, as an indication to train crews, Gangers, Length Runners, and Maintainers that they are required to speak to the Train Controller; and a Driver and a Guard must keep a sharp lookout for a "T" light indicator; and in the event of the

Rules 235 and 236

letter "T" being illuminated, at an unattended crossing station, the Driver or Guard must telephone the Train Controller; and, if at an attended station, the Driver must reduce speed sufficiently to receive instructions from the Signaller, being prepared to stop, if necessary.

(2) Gangers, Length Runners, and Maintainers must keep a sharp lookout for the exhibition of a "T" light at unattended stations and must promptly telephone the Train Controller where the indicator is illuminated.

(3) The opening of the telephone box door will extinguish the light in the indicator; and a Ganger or other person must exercise particular care not to extinguish the light where a train for which the indication is intended is closely approaching.

236. In addition to those specified in rule 1 of these rules, the following definitions apply to automatic signalling, namely—

Definitions
applying to
automatic
signalling.

(a) General:

"block section" means the section of main line extending between two adjoining signal-boxes that are switched in, or the section of single line between two adjoining crossing stations;

"intermediate section" means any division of the main line block section, the entrance to which is governed by a fixed signal;

"interlocked station" means a station at which the apparatus for working the points and fixed signals is centralised and arranged to prevent conflicting movements, and the operation of the points and signals is manually controlled, in addition to being controlled by a track circuit; and

"switch out station" means a signal-box that may be switched in or out, as desired, to meet the requirements of traffic operation.

Rules 236 and 237

(b) Definitions applicable to Single Line only:

“unattended crossing station” means a crossing station where a Signaller is not on duty and where, when a crossing is to be made, trains are worked through by train crews, as provided by rules 245, 246, 247, and 248 of these rules;

“attended crossing station” means a crossing station where the points and signals are not arranged and operated as an interlocked station, but where, when a Signaller is in attendance, trains are worked as set out in rule 249 of these rules.

(On single and double line sections in automatic signalling territory, the points leading to intermediate sidings are controlled by electric switch locks.

The switch lock contains an indicator which shows “Locked” or “Free”, as the case may be, to indicate the condition of the lock, also a small handle to lock the points. It is provided with a door which is normally kept closed and locked with a standard padlock.

Small white posts marked “A”, “B”, and “C” are provided alongside the line in the vicinity of the points to indicate the limits of the track circuits.)

Method of
working
switch
locked
sidings.

237. (1) Where it is necessary to release an electric switch lock, so that a siding can be shunted, the Driver must stop the train with the leading vehicle of that portion of the train to be left on the main line standing on the track circuit opposite the siding, but clear of the points through which the shunt is to be made; that is, on the approach side of post “C”; the rear wheels of the locomotive or last vehicle which is being shunted, after it has moved forward, must stand on the short track circuit immediately beyond the points, between posts “A” and “B”; and the Guard must then

Rule 237

open the electric switch lock door and turn the small handle completely over to the left; the points may then be operated as required by means of the points lever.

(2) When the small handle has been turned to the left it must not be turned again until—

- (a) shunting has been completed;
- (b) the points have been re-set for the main line; and
- (c) the points lever has been secured by padlock;

and when the operations mentioned in paragraphs (a), (b) and (c) of this sub-rule have been completed, the Guard must turn the small handle in the switch lock completely over to the right, to its normal position, and close and lock the door with the standard padlock.

(On some types of switch locks, the hasp for securing the door must be screwed up to ensure the door is tightly closed. If the door is not tightly closed the signal in the rear of the siding will be held in the Stop position and following trains will be delayed.)

(3) Where it is required to shunt a train clear of the main line, the Driver must move the whole of the train forward, so that the rear wheels of the last vehicle stand on the short track circuit, between posts "A" and "B", and the Guard must—

- (a) operate the switch lock, as provided by sub-rule (1) of this rule;
- (b) when the whole of the train is clear of the main line, and well clear of the fouling point as indicated by post "C", restore the points and switch lock to normal; and
- (c) before leaving the area, satisfy himself that all is clear and that it is safe for another train to pass.

Rule 237

(4) Where a train which has been placed in the siding, in accordance with sub-rule (3) of this rule, is required to resume its journey, the Guard must—

- (a) observe the indicator in the electric switch lock, and, if it shows "Free", must unlock and set the points in the prescribed manner, and hand signal the train on to the main line; and
- (b) when the train is on the main line, restore the points and switch lock to normal, after which the train may proceed on its journey.

(5) On double lines where the shunt has to be made across the opposing main lines, the Guard must obtain the permission of the Train Controller, before opening the switch lock door. *(The action of opening the door will set the signals in rear of the crossover on that line, at Stop, and important trains may be delayed.)*

(6) On a section worked by centralised traffic control, and also at an interlocked station, the switch locks provided for shunting sidings at crossing places are controlled by the Train Controller or Signaller, as the case may be, and the person in charge of shunting must request the person in control to release the switch lock when a shunt is required to be made; and advise that person immediately upon the restoration of the points and switch lock to normal.

(7) Where it is necessary, on a single line, for a train to leave a station, shunt an intermediate switch-locked siding, and return to that station, the Driver, before returning, must place the whole of the train in the siding, leaving the main line completely clear; and the Guard must then—

- (a) restore the points to normal and properly close the door of the switch lock *(this must be done to prove that a following train has not entered the section from the station in the rear)*; and

Rules 237, 238, 239, 240 and 241

- (b) when the train is ready to depart on its return journey, operate the switch lock as required by sub-rule (4) of this rule.

(See also rule 382 (portion of train left on main line).)

238. Employees must switch signal-boxes in and out, in accordance with the local instructions for the place concerned.

Switching
signal-boxes
in and out.

239. Except as provided by rules 246 and 248 of these rules, or where instructions to the contrary are issued by the Chief Traffic Manager, a person, other than the Signaller for the time being, must not work a fixed signal.

Fixed
signals.

240. (1) Whenever it appears that a train is an unusually long time in a section, the Signaller on each side must confer with each other, with a view to ascertaining the cause and agreeing as to the action to be taken.

Train an
unusually
long time in
a section.

(2) Where the telephone has failed, the Signaller in advance of the train in the section must take steps to ascertain the cause of the delay.

(3) The Train Controller must be advised of any circumstance to which this rule relates.

241. (1) Every Station Master and Signaller must closely examine each train, as it passes, and must, where any train signals are not properly exhibited or anything unusual, such as signals of alarm by a passenger, goods falling from the train, vehicles on fire or derailed, hot axle-box or a train divided, is observed, endeavour to stop the train and in any event report the circumstance to the Train Controller.

Trains to be
closely ex-
amined.

(2) Every Guard waiting to cross another train at an unattended crossing place must carry out the duties prescribed by sub-rule (1) of this rule.

Rules, 241, 242, 243 and 244

(3) Where the Station Master, Signaller or Guard is not able to stop a train, in accordance with this rule, the Train Controller must have the train stopped, as soon as practicable, and have any defect remedied.

(4) Where there is any reason to believe that the permanent way has been damaged or fouled, a Signaller must not allow a train to enter that section until the line has been examined and certified fit for the safe passage of trains.

(5) In the event of an employee observing any vehicle running away he must—

- (a) make every endeavour to stop it;
- (b) if able to stop it, must protect the obstruction with hand signals and detonators in accordance with these rules;
- (c) take action to stop approaching trains, where possible; and
- (d) advise the Train Controller, immediately after complying with the other requirement of this sub-rule.

Rail motor cars and self propelled permanent way appliances.

242. An employee must not permit rail motor cars or self propelled permanent way appliances to enter a section where automatic signalling is in operation, except where special instructions to do so have been issued by the District Traffic Superintendent.

Trolleys, motor trolleys and tricycles.

243. An employee must not permit trolleys, motor trolleys or tricycles to travel in an automatic signal section, unless the axles are specially insulated.

(b) — Rules Applicable to Single Line Only.

Object of automatic signalling on single lines.

244. (1) The object of automatic signalling on single lines is that of facilitating the regular movement of trains, by dividing the line, between signal

Rule 244

boxes or crossing stations, into track sections (called intermediate sections) and automatically maintaining the proper interval between following trains (*see rule 225*) and, in addition, preventing trains travelling in opposite directions being between two crossing stations at the same time.

(2) The regulation of train movement, as mentioned in sub-rule (1) of this rule, is effected—

- (a) in the case of trains travelling in the same direction, by electrically securing the fixed signals at *Stop*, unless the intermediate section ahead of the signal is clear; and
- (b) in the case of trains travelling in opposite directions, by electrically controlling the fixed signals by the track and the position of the departure signal at the opposite end of the section, so that it is not possible for the signals controlling the entrance to the single line section, at opposite ends, to exhibit a *Proceed* indication simultaneously.

(3) At interlocked stations a track indicator is provided in the signal-box, to show the condition of the intermediate section in advance of the departure signal; and if one or more trains are required to follow in succession, the Signaller may permit succeeding trains to leave, when the preceding train has cleared the first intermediate section, provided the track indicator shows unoccupied. (*The departure signal will exhibit the Proceed indication, when the apparatus has been correctly operated.*)

An indication may be provided which shows, (i), when the departure signal controlling the entrance to the section at the opposite end is at Proceed, or (ii), when a train is approaching in the opposite direction.

Rule 244

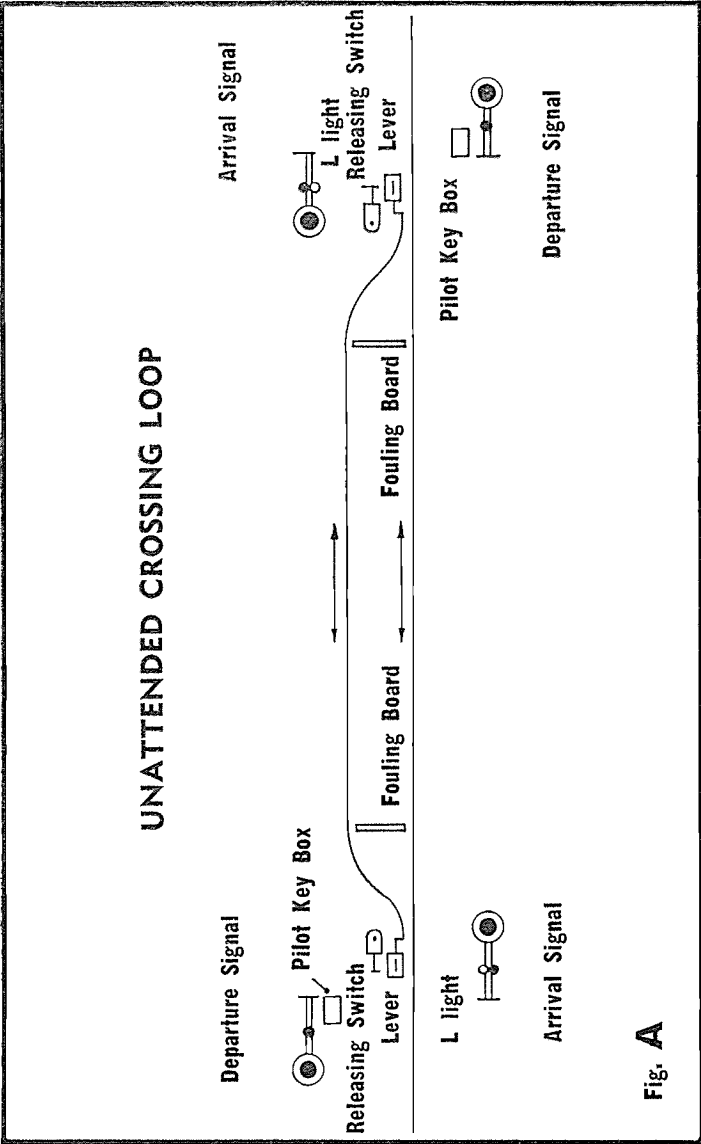
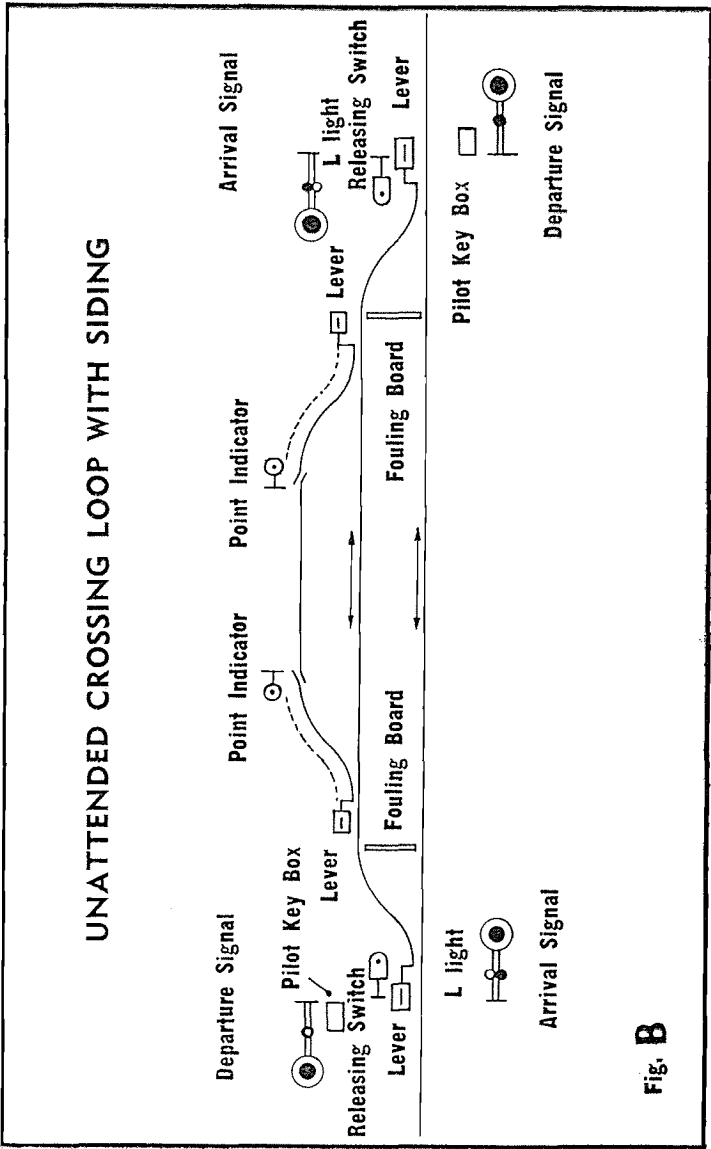


Fig. A

Rule 244



Rules 244, 245 and 246

(The diagrams on pages 190 and 191 show typical layouts of unattended crossing stations, Fig. A being a station with loop only and Fig B being a station with loop and siding.)

Working of
points at
unattended
crossing
stations.

245. (1) The facing points at each end of a crossing loop are operated by a hand lever fixed near the points, the lever being secured by a standard padlock; and the Guard and Driver of each train on a line operated under this system must carry a key for the standard padlock.

(The points are electrically connected with the signal, so that, when the points are reversed, the arrival signal goes to Stop and the "L" light is illuminated. It must be specially noted that the "L" light is only an indication of the position of the facing points.

A releasing switch as illustrated in the diagram on the page opposite is provided close to the points lever by which, if the block, or intermediate section ahead is clear, the departure signal may be set for the departure of a train from the loop. Sidings connected to the loop are provided with catch points. Catch points are locked and opened by a ground lever, secured by a standard padlock).

(2) Where it is necessary to use a siding connected to the loop, the Guard must unlock the lever and operate the points as required; after shunting is completed, the Guard must place the lever in its normal position and padlock the lever.

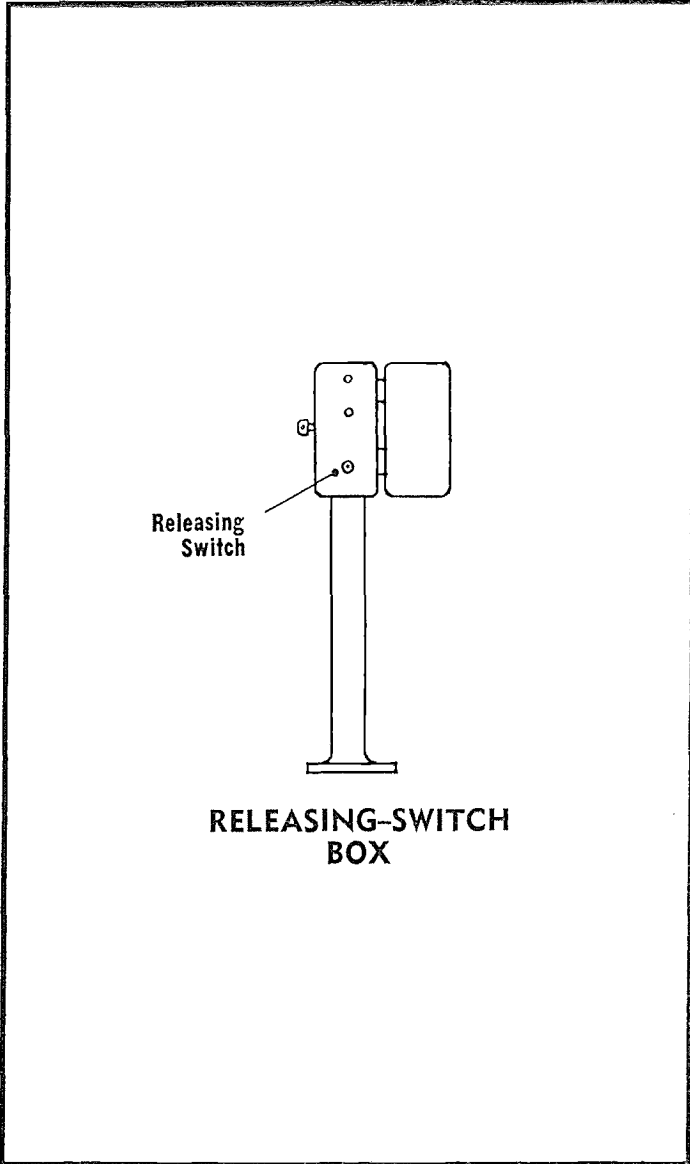
Trains
approaching
crossing
stations
from
opposite
directions.

246. (1) Where two trains are approaching an attended, or an unattended, crossing station, from opposite directions, at the same time, the intermediate signal in rear of the arrival signal will be at *Caution*, although the arrival signal itself may be at *Caution* or *Stop*.

(2) When the intermediate signal in rear of the arrival signal is at *Caution*, it indicates that—

- (a) the arrival signal is at *Stop*; or
- (b) a train is approaching the crossing station from the opposite direction.

Rule 245



Rule 246

(3) Where the arrival signal is at *Stop*, the Driver must act in accordance with sub-rules (4), (5) and (6) of rule 77 of these rules. (Arrival signals.)

(4) Where a train is approaching the crossing station from the opposite direction, the Driver must act in accordance with sub-rule (7) of rule 77 of these rules. (Arrival signals.)

(The arrival signal, which controls the entrance of a train to the crossing station, will be at Caution until the train approaching the station from the opposite direction has reached a point from $\frac{1}{4}$ mile to $\frac{3}{4}$ mile from the loop facing points, when the signal will go to Stop.)

(5) Where a train, scheduled to cross another train at an unattended crossing station, arrives before the train from the opposite end, it may be found that the arrival and departure signals are at *Proceed*; and, in that event, the Driver of the first train *must not* proceed on his journey, unless instructed by the Train Controller, per medium of a train order, to effect the crossing at a station in advance.

(6) Where a crossing is to be effected, and the first train to arrive is required to enter the station on the main line and the arrival signal is at *Proceed*—

- (a) the Driver of that train may take his train into the station, but he must stop short of the point marked by the fouling board, between the main line and loop;
- (b) when the train has come to a stand on the main line, as required by paragraph (a) of this sub-rule, the Fireman must at once set the points for the train approaching from the opposite direction to enter the loop *(this action will place the departure signal at Stop and the departure signal at the next crossing station in advance will go to Proceed; and if the points are not reversed, the opposing train will be detained at the departure signal at the station in advance)*; and

Rule 246

- (c) when—
- (i) the points have been set, as required by paragraph (b) of this sub-rule; and
 - (ii) the "L" light is illuminated,
- the Driver of the opposing train must draw his train into the loop, and, when the last vehicle *has passed clear of the fouling point*, and not until then, the Guard of the train entering the loop must, at once, set the points in their normal position for the main line, and padlock the points lever.
- (7) Where a crossing is to be effected, and the first train to arrive is to enter the loop,—
- (a) the Driver must not take the train past the arrival signal, even when that signal is at *Proceed*, (*as the points, in these circumstances, would not be set for the loop*);
 - (b) after the train has been stopped, as required by paragraph (a) of this sub-rule, the Fireman must, at once, go forward and set the points (ensuring that the catch is secure in the notch) for the train to enter the loop (*this will illuminate the "L" light*);
 - (c) when the points have been set as required by paragraph (b) of this sub-rule and the driver has seen that—
 - (i) the "L" light is illuminated;
 - (ii) the line is clear into the loop; and
 - (iii) a train is not entering or leaving the opposite end of the station,he must draw the train past the arrival signal at *Stop* and enter the loop; and
 - (d) in the event of the "L" light failing to show when the points are set for the loop—
 - (i) all the points on the loop must be examined (*see rule 77 (5)*);

Rules 246 and 247

(ii) if the points are correctly set, the Driver must take the train into the loop; and

(iii) a person must not under any circumstances, take a train into the loop until all the points are first examined and found to be in order to proceed.

(8) Where trains are to cross at an unattended crossing station, the Driver of the first train to arrive must, unless otherwise required or directed, enter the loop, and when the last vehicle *has passed clear of the fouling point*, and not until then, the Guard must, at once, set the points in their normal position for the main line and padlock the points lever (*the arrival signal for the train approaching from the opposite direction will then go to Proceed*).

(9) An employee may side-track a train and stand it in the loop at an unattended crossing station, to allow another train to pass it on the main line.

(Refer to rule 77 of these rules—Arrival signals.)

Normal
position of
departure
signals.

247. (1) The normal position of a departure signal is at *Stop*.

(2) When a train is standing on the main line at an unattended crossing station, the departure signal exhibits the *Proceed* indication if—

- (a) a train is not approaching from the station in advance;
- (b) a train travelling away from the crossing station is not in the first track section ahead of the departure signal; and
- (c) the trailing points are in the normal position.

(3) The exhibition of a *Proceed* indication by a departure signal does not ensure that a train standing in the loop is clear of the main line, and the Guard of a train which has entered the loop at an unattended crossing station must make sure that the rear vehicle of his train has passed the fouling point before he re-sets the loop points for the main line.

Rules 247 and 248

(4) Where the departure signal is at *Stop*, the Driver must keep his train *clear of the fouling point of the loop*, until the signal goes to *Proceed*.

248. *(When a train is to be despatched from the loop the departure signal will be at Stop. A releasing switch is provided close to the points lever by which, provided the section ahead is clear, the departure signal may be placed at Proceed.)*

Despatching
a train
from an
unattended
crossing
station.

An indicator is provided in the releasing switch box which exhibits a white ball when the arrival signal for trains in the opposite direction is at *Caution*; when the white ball is not exhibited this arrival signal will be at *Stop*.

If the arrival signal is at *Stop* it indicates—

- (a) that a train has recently departed from the crossing station proceeding in the opposite direction. (If this is the case the Fireman will be aware of it); or
- (b) that a train approaching from the rear is in close proximity to the crossing station.)

(1) Where there is a following train closely in the rear, the Guard of the train standing in the loop must not despatch his train, until the train from the rear has entered the station on the main line and has stopped clear of the fouling point of the loop.

(2) Where the indicator in the releasing switch box shows that a train is not closely approaching from the rear, the Fireman must—

- (a) push in the releasing switch (*this action will place the departure signal to Proceed*);
- (b) set the points from the loop; and
- (c) advise the Driver;

and the Driver must give one short pop of the whistle, but must not start the train until the Guard hand signals him to do so.

Rules 248, 249 and 250

(3) When the whole of the train has passed clear of the points, and not until then, the Guard must—

- (a) set the points in their normal position for the main line;
- (b) padlock the points lever; and
- (c) close and padlock the releasing switch box.

Working
of an
attended
crossing
station.

249.(1) An attended crossing station is worked in the same way as an unattended crossing station, except that when the station is attended the following procedures must be observed, namely—

- (a) a Driver must not take his train past the arrival signal at *Stop*, until hand signalled to do so by the Signaller, from the main line facing points;
- (b) when a train is required to enter the loop, the Signaller must set the points and hand signal the train into the loop, from the main line facing points, after satisfying himself that the line is clear and that a train is not entering or leaving the opposite end of the station; and
- (c) the Signaller is responsible for the despatch of the train in accordance with rules 78 and 248 of these rules and for closing and locking the door of the releasing switch box, re-setting the points for the main line and padlocking the points lever.

(Apparatus is provided in the station office at some attended crossing places to place at Stop or Caution one or more signals. These stations are not classified as "Interlocked".)

Shunting
beyond the
main line
facing
points.

250. (1) A person must not shunt outside the main line facing points at any station, except when the departure signal which applies to the movement is at *Proceed* before the train passes it.

(2) A movement must not be made, at an attended or unattended crossing station, beyond the fouling point, except when the departure signal is at *Proceed*.

Rules 251 and 252

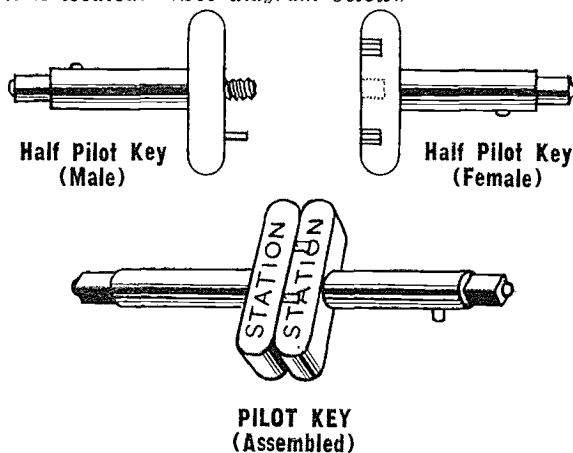
251. (1) A Signalman must carefully watch each train as it passes and satisfy himself that it is complete. Trains passing without tail disc or lights.

(2) In the event of a train passing without the proper tail signals—

- (a) the Signalman must, at once, advise the Train Controller, and, if the stations in the advance and rear are attended, must also advise the Signalmen there;
- (b) the Train Controller must have the train stopped at the station in advance to ascertain whether or not it is complete; and
- (c) if the train is incomplete, the section must be cleared in accordance with rule 383 of these rules.

252. (1) At each end of a single line section, a half-pilot key is located, adjacent to the departure signals. Half-pilot key.

(2) A half-pilot key is housed in a glass fronted box and, except where instructions are issued to the contrary, to obtain the half-pilot key, the glass front must be broken. *(The half-pilot key has engraved on it the name of the station at which it is located. (See diagram below.)*



Rules 252 and 253

The half-pilot key works in conjunction with the departure signals at the end of the section where it is located. When the half-pilot key is withdrawn or is not correctly turned to the "In" position, the departure signal or signals at that end of the section will remain in the Stop position).

(3) In the event of a half-pilot key becoming lost, or damaged in such a way that it cannot be effectively inserted in the half-pilot key box,—

- (a) the employee discovering the loss or damage must advise the District Traffic Superintendent and District Electrical Supervisor immediately; and
- (b) the District Traffic Superintendent must institute pilotworking, until such time as the half-pilot key is found or replaced.

(4) If the half-pilot key cannot be found or undue delay is likely to occur before a replacement can be obtained, the Chief Traffic Manager may authorise the Maintainer to cut the half-pilot key contact out of circuit, in order that pilotworking may be cancelled and working under proper signal indications resumed.

(5) Until such time as a new half-pilot key is obtained, should circumstances arise which necessitate its use, the District Traffic Superintendent must make the necessary special arrangements for working of traffic.

Failure of
departure
signal.

253. (1) In the event of a departure signal failing to exhibit the *Proceed* indication, the Signaller or (if at an unattended crossing place) the Guard must—

- (a) ensure that all the apparatus has been correctly operated in accordance with these rules;
- (b) if at an attended or unattended crossing station, operate the releasing switch; and
- (c) if the releasing switch fails to operate the signal, communicate immediately with the Train Controller;

Rule 253

and the Train Controller must, if the defect cannot be rectified immediately, issue instructions on the course to be adopted.

(2) Where failure of a departure signal has occurred—

- (a) when an opposing train is at, or approaching, the station in advance, and the departure signal at that station is at, or can be placed to, *Proceed*, the Train Controller may send the opposing train through the section, in accordance with these rules, as this action may rectify the fault; and, where the signal failure occurs at an attended or unattended crossing station, and the waiting train is on the main line, the Signaller must set the points for the loop before the departure signal at the station in advance can be placed at *Proceed*;
- (b) in the event of there not being a train at, or closely approaching, the station in advance, the District Traffic Superintendent, or the Controller where specially authorised, may, if he considers it advisable, issue a proceed order (*Form SW 21*) for the train at the station where the signal failure has occurred, to pass the departure signal at *Stop* and proceed to the station in advance; and
- (c) before issuing a proceed order for a train to pass a departure signal in the *Stop* position, the District Traffic Superintendent or Controller, as the case may be, must—
 - (i) assure himself that there is no train movement that prevents the departure signal going to *Proceed*, and that it is safe to issue the proceed order;

Rules 253 and 254

- (ii) in a case where trains are travelling towards the locality of the signal failure through a sequence of unattended crossing stations, and late reports of progress have not been received, take action to stop and make contact with the first of those trains;
- (iii) ensure that the half-pilot key for the departure signal that has failed is examined, to make sure it is in the box, and if the glass is broken, that the half-pilot key is properly inserted; and
- (iv) where the half-pilot key is missing from the box, not issue a proceed order.

(3) When a train has passed through a section as provided by paragraphs (a) or (b) of sub-rule (2) of this rule and the departure signal remains out of order and cannot be repaired in time for the next train requiring to enter the section from the end where the failure has occurred, pilot-key working must be instituted as provided by rules 257 to 270 of these rules.

(4) Where it is necessary to introduce pilot key working, in accordance with sub-rule (3) of this rule and the pilot key would be at the wrong end of the section for train working, the Controller may delay the introduction of pilot key working, to permit following trains to pass through the section; and it may be necessary to issue more than one proceed order for this to be done.

(5) When the fault in the departure signal has been rectified, pilot key working must be cancelled, as provided by rule 271 of these rules.

Method of
issuing
proceed
order
to pass
departure
signal in
the stop
position.

254. (1) The Signaller at a station requiring a proceed order for a train to pass a departure signal at *Stop*, or, in the case of an unattended station, the Guard of the train, must make a request to the District Traffic Superintendent on form "A" (*Form SW 18*), for the authority to be issued.

Rule 254

(2) Where a request, as required by sub-rule (1) of this rule, has been made—

- (a) if the station at the opposite end of the section is attended, the Signaller at that station must forward form "B" (*Form SW 19*), Advice of Opposing Trains, to the District Traffic Superintendent;
 - (b) if there are unattended stations between two attended stations, the Signaller at the attended station in advance of that whence the request for a proceed order, to pass the departure signal at *Stop* is made, must, except as provided by paragraph (c) of this sub-rule, forward form "B" to the District Traffic Superintendent; and
 - (c) where a train, travelling in the opposite direction to that for which a proceed order is required, has left the attended station in advance, the Guard of that train must be instructed to forward form "B" from the first unattended crossing station at which he arrives; and where that first station is a crossing station other than that at which the crossing is to be made, the Driver of the train travelling in the opposite direction must be furnished with a form "C", in accordance with paragraph (a) of sub-rule (6) of this rule and until the form "B" (also form "C" where necessary) has been furnished, the proceed order must not be issued.
- (3) In the event of the departure signal going to *Proceed*, after the Train Controller has been advised of that occurrence, the Signaller must not permit the train to depart, until authority to do so is obtained from the Train Controller.
- (4) On receipt of forms "A" and "B" the District Traffic Superintendent may, if he considers it advisable, issue an authority on form "D" (*Form*

Rule 254

SW 21) for the Driver of the train to pass the departure signal in the *Stop* position, but then only if the requirements of sub-rule (6) of this rule are complied with.

(5) Where the District Traffic Superintendent issues an authority on form "D",—

- (a) the District Traffic Superintendent must, except as otherwise provided by these rules, transmit the particulars of the form by telephone direct to the Signaller who applied for the proceed order;
- (b) the Signaller must record those particulars on form "E" (*Form "E" is printed on pink paper*) and, at once, repeat them back to the District Traffic Superintendent who must, if they are correctly repeated back to him, confirm the order and complete form "D";
- (c) the Guard must countersign the original of the form "E";
- (d) the Signaller must—
 - (i) remove the original of the form "E" and hand it to the Driver; and
 - (ii) leave the counterfoil of the form in the book;
- (e) the Driver receiving the form "E" must—
 - (i) take it as authority to pass the departure signal in the *Stop* position; and
 - (ii) after the departure signal controlling the entrance to the section ahead has been passed at *Stop*, at once, write the word "Cancelled" across the form and attach it to his daily running sheet;

Rule 254

- (f) where direct telephone communication is not possible, between the District Traffic Superintendent and the station at which the train is to start,—
- (i) the District Traffic Superintendent must relay the particulars of the form "D" through a convenient station;
 - (ii) the person receiving the particulars at the relay station must write them on a telephone message form and, at once, repeat them back to ensure that they are correctly recorded;
 - (iii) when the particulars have been telephoned forward from the relay station, the person receiving them must repeat them back; and the employee telephoning the particulars forward is responsible for ensuring that they are correctly sent and repeated back; and
 - (iv) immediately the particulars have been repeated back from the station at which the train is to start, the employee at the relay station must advise the District Traffic Superintendent of the time the particulars were sent and the name of the receiver of them.
- (6) Where a proceed order is issued for a train to pass a departure signal at *Stop* and that train is to travel to an unattended crossing station,—
- (a) a person must not permit any train travelling in the opposite direction to leave the attended station next in advance of the unattended crossing station, until it has been stopped and the Driver furnished with form "C" (*Form SW 20*) and his signature and that of the Guard of the train have been obtained on the form; and

Rules 254 and 255

- (b) where a train travelling in the opposite direction has already left the last attended station in advance of the unattended crossing station, a person must not issue a proceed order for a train to pass the departure signal at *Stop* and travel towards the unattended crossing station, until the train travelling in the opposite direction has been stopped and the Driver has been furnished with form "C" and his signature obtained on the form.

(7) A person using a form in connection with the issue of a proceed order to pass a departure signal at *Stop*, including form "E", must forward it, immediately after use, to the Chief Traffic Manager, together with a full report of the circumstances necessitating its issue.

(8) A proceed order applies for one journey only, to the crossing station next in advance, and, when issued to pass a departure signal in the *Stop* position, the proceed order applies to the departure signal only, and if intermediate signals are at *Stop* they must not be passed, except as provided by rule 79 of these rules.

Train orders.

255. (1) Except where instructions to the contrary are issued, the crossing and passing of trains on single line automatic signalling territory must be effected at the places shown in the Working Time Table or the special train notices issued from time to time; these are termed "scheduled crossings", and a person must not alter a scheduled crossing or passing place, until a train order has been issued by the Train Controller in charge of train working of the section, and the train order (*Form SW 24*) has been received by each person to whom it is addressed.

(2) The possession of a train order does not authorise a Driver to pass a departure signal at *Stop*.

Rule 255

(3) Train orders (*Form SW 23*) must be prepared by the Train Controller, where any alteration in the running order of trains or of crossing stations is necessary.

(4) A train order must be hand written upon the prescribed form, and his Train Controller must record on the train order—

- (a) the date and time when, and to which station, the order is transmitted; and
- (b) the time the receiving station repeated the order back, and the name of the officer or employee doing so;

and must sign the order.

(5) The records required to be made by sub-rule (4) of this rule must be made at once, and never from memory or memoranda.

(6) The Train Controller must telephone particulars of an order for delivery to the Drivers of the leading locomotives of all trains affected by the issue of the order, and, where practicable, to the Guards of those trains.

(7) The provisions of this rule apply whether the altered arrangements affect interlocked, attended, or unattended stations.

(8) When transmitting a train order in automatic signal territory, the Controller must—

- (a) state the number of copies required, including the original;
- (b) pronounce plainly the names of stations and numerals;
- (c) underline the order, word for word, and numeral for numeral, as it is repeated back to him from the receiving station; and
- (d) when the response has been received, write the word "complete" on his copy, together with the time and the name of the officer or employee repeating back the message.

Rule 255

(9) a person receiving a train order must—

- (a) enter the particulars of the order on a train order form, (*Form SW 24*), making the required number of copies simultaneously at the time of transmission, by using carbon paper;
- (b) at once, repeat back to the Train Controller the instructions received, pronouncing the names of stations, and numerals, plainly; and
- (c) distribute the completed forms in accordance with the instructions received.

(10) At an attended station, a train order must be received by the Signaller or the Station Master; at unattended stations, the Guard, or in the case of a light engine, the Fireman, must receive the train order.

(11) Except when specially instructed to do so by the Train Controller, a person distributing completed forms need not take receipts for train orders.

(12) A train order remains in force only until fulfilled, or until superseded by a further train order.

(13) When a train order has been fulfilled, the person to whom it was issued must, at once, write the word "fulfilled" across the face of the order.

(14) Where a train order has been issued for an alteration in the crossing of trains, the responsibility for ensuring that the provisions of the order have been duly fulfilled, will rest upon the following members of the staff, namely—

- (a) at a station at which the staff is on duty, on the Signaller; and
- (b) at a station at which staff is not on duty, on the Driver of the leading locomotive on every train affected, and on the Guard;

and when a train order is delivered to a Driver in accordance with sub-rule (16) of this rule, the Guard and when two locomotives are on the train

Rule 255

the driver of the rearmost locomotive must not permit the train to proceed beyond the scheduled crossing or passing point, until they have perused the train order.

(15) When handing over a station, either temporarily or permanently, the outgoing employee must supply unfulfilled train orders to the incoming employee, who must acknowledge receipt by initialling the office copies of the train orders.

(16) Where a train order is received for delivery to the Driver of a train which is not required to stop for any other purpose, the person delivering the order must hand it to the Driver in the sling provided for the purpose, and need not stop the train.

(17) A Station Master must ensure that a supply of train order forms is maintained in the telephone boxes, at all unattended crossing stations under his control.

(18) Except where instructions to the contrary are issued, train orders must be delivered to the Drivers of trains by the person in charge of signalling at the station concerned.

(19) Each Driver must show the train order to his Fireman; and except where the train order is delivered in accordance with sub-rule 16 of this rule, when two locomotives are on the train the person delivering the order must show it to the Driver of the rearmost locomotive and deliver it to the Driver of the leading locomotive who must then carry it.

(20) When a Guard or Driver is relieved before the completion of a trip, the Guard must deliver all train orders in his possession to the relieving Guard; and the Driver must deliver all train orders in his possession to the relieving Driver.

(21) All fulfilled train orders must be delivered by the Driver to the Guard who must attach them to his statement of running.

Rules 255 and 256

(22) The Train Controller must not permit delivery of a train order to the Driver whose crossing is to be advanced, until the Train Controller is aware that the Driver of the opposing train has received the train order.

Working
of bank
engines on
automatic
signalling
sections—
single line.

256. (1) Where specially authorised by the Chief Traffic Manager, in order to facilitate the working of trains requiring assistance in the rear over steep gradients, and it is not necessary for the bank engine to run the entire length of the section, the Driver of the bank engine in the rear of the train must carry the half-pilot key, to enable him to return to the station in the rear.

(2) Where a train is assisted by a bank engine in the rear, the Driver of which is in possession of the half-pilot key, the Signaller must advise the Driver of the train locomotive of the fact and of the mileage to which the bank engine will run.

(3) After the train locomotive has passed the signal controlling the entrance to the section—

- (a) the Signaller must remove the half-pilot key from the pilot key box and hand it to the Driver of the bank engine; and
- (b) before giving the right-away for the train to re-start, the Guard must assure himself that the Driver of the bank engine is in possession of the half-pilot key, and that the bank engine is properly attached to the train.

(4) Upon the arrival of the bank engine at the mileage to which it is authorised to run, the Driver must return at once to the station from which he received the half-pilot key, and hand it to the Signaller, who must at once replace it in the box.

(5) The working of bank engines on automatic signalling sections must not be introduced, unless the Signaller at the signal-box where the half-pilot key was issued is on duty; and a Signaller issuing a half-pilot key must remain on duty and in close attendance, until the bank engine has returned with the half-pilot key.

Rules 256, 257, 258 and 259

(6) In the event of a failure of a bank engine carrying a half-pilot key, the bank engine must, for the purposes of returning to the station in the rear, be removed in accordance with rule 385 of these rules.

(7) Where the working of bank engines on automatic signalling sections is specially authorised, the Signaller must—

- (a) where a half-pilot key is to be withdrawn for a bank engine, unlock the cover of the pilot key box, before withdrawing the key;
- (b) use the special key for bank engine working, only; and
- (c) in every case of a breakdown or obstruction, break the glass to obtain the key.

(Where bank engine working is specially authorised, the half-pilot key will be engraved with, in addition to the name of the station, the mileage to which the bank engine is permitted to run. The pilot key box will be locked by a special padlock, the key of which will be in the possession of the signaller.)

257. In the event of failure of the departure signal controlling the entrance to a single line automatic signal section, pilot key working must, except where instructions to the contrary are issued by the Chief Traffic Manager or District Traffic Superintendent, be instituted.

Institution of pilot key working.

258. A pilot key consists of two half-pilot keys taken from the pilot key boxes, located adjacent to the departure signals, at each end of the section concerned; it is assembled by screwing the two half-pilot keys together, and, when this is done, the key shows the names of the stations concerned (see figure "O" following rule 252).

Half-pilot keys.

259. Half-pilot keys are arranged in such a manner that it is not possible to screw those belonging to the signals of adjoining sections together.

Half-pilot keys for adjoining sections cannot be united.

Rules 260, 261, 262, 263 and 264

Pilot keys
to be
properly
assembled.

260. A Driver must not, in any circumstances, accept a pilot key that is not properly screwed together, or which does not bear the names of the stations at each end of the section where pilot key working is in operation.

Complete
pilot keys
to be
carried.

261. Except as provided by sub-rule (5) of rule 265 of these rules, when this form of working is instituted, each train entering the section must carry the complete pilot key.

Drivers to
be warned of
pilot key
working.

262. Every train approaching a section that is being worked by pilot key working must be stopped at the station or crossing place next in the rear of the affected section, the Driver must be notified, in writing, of the places between which pilot key working is in force and the Driver's signature must be obtained on the butt of the form on which the notice is written (*Form SW 31*).

Failure
of signals
controlling
entrance
to section.

263. In the event of failure of a signal that controls the entrance to a section—

- (a) the Train Controller must authorise the first train to enter the section, from the end at which the signal has failed, to travel on a proceed order, in accordance with rules 253 and 254 of these rules; and
- (b) when the train arrives at the opposite end of the section to that at which the signal has failed, the Signaller must test the defective signal and, if the signal remains defective, pilot key working must be instituted and traffic worked in accordance with rules 264 to 271 inclusive of these rules.

Pilot key
working
between
attended and
unattended
stations.

264. (1) Where pilot key working is to be instituted over a section with an attended station at each end, the following procedure must be adopted, namely—

- (a) where the departure signal, at the station where pilot key working is to be instituted, is not in working order—
 - (i) the Train Controller must confer with the Signaller at each end of the affected section and arrange for

Rule 264

the half-pilot key, at the end of the section where pilot key working is to be instituted, to be removed from its box and handed to the Driver of the train requiring to proceed over the section, with instructions to take it to the opposite end of the section and deliver it to the Signaller there; the Train Controller must also instruct the Signaller at the opposite end of the section to remove the half-pilot key from the box at his end;

- (ii) the District Traffic Superintendent must issue a proceed order for the train to travel to the opposite end of the section;
 - (iii) the Driver must not depart until the proceed order is in his possession; and
 - (iv) the Signaller at the opposite end of the section, on receipt of the half-pilot key from the Driver, must screw the two half-pilot keys together to form a pilot key engraved with the names of the stations at each end of the affected section; and
- (b) where the departure signal at the station where pilot key working is to be instituted, is in working order and is displaying a *Proceed* indication, the procedure set out in paragraph (a) of this rule must be followed, except that—
- (i) the half-pilot key must not be removed and handed to the Driver, until the train has passed the departure signal in the usual way, and that signal has been placed to the *Stop* position in the ordinary course by the train;

Rule 264

- (ii) the Driver, before entering the section, must be instructed, by the Signalman, to wait for the half-pilot key after passing the signal; and
- (iii) a proceed order need not be issued and the Driver is not required to wait for one before departing.

(2) Where pilot key working is to be instituted over a section, one end of which is attended and the other end is unattended, and is to be instituted at the unattended end of the section—

- (a) the Train Controller must instruct the Signalman at the attended end of the section to remove the half-pilot key from its box; and
- (b) if the departure signal at the unattended station is defective,—
 - (i) the District Traffic Superintendent must issue a proceed order; and must instruct the Guard of the train requiring to proceed over the section to remove the half-pilot key at that end of the section and hand it and the proceed order to the Driver with instructions to take it to the opposite end of the section and deliver it to the Signalman there;
 - (ii) the Driver must not depart until the proceed order is in his possession; and
 - (iii) the Signalman at the opposite end of the section, on receipt of the half-pilot key from the Driver, must screw the two half-pilot keys together to form a pilot key engraved with the names of the stations at each end of the affected section; and

Rule 264

(c) if the departure signal at the unattended station is in working order and is displaying a *Proceed* indication, the procedure set out in paragraphs (a) and (b) of this rule must be followed, except that—

(i) the half-pilot key must not be removed and handed to the Driver until the train has passed the departure signal, in the usual way, and that signal has been placed to the *Stop* position in the ordinary course by the train;

(ii) the Driver, before entering the section must be instructed by the Guard to wait for the half-pilot key, after passing the signal; and

(iii) a proceed order need not be issued and the Driver is not required to wait for one before departing.

(3) Where pilot key working is to be instituted over a section, one end of which is attended and the other end is unattended, and is to be instituted at the attended end of the section, the procedure set out in sub-rule (1) of this rule must be followed, except that—

(a) the District Traffic Superintendent must instruct the Driver to remove the half-pilot key from the departure signal at the opposite end of the section and hand both half-pilot keys to the Guard; and

(b) the Guard must screw the two half-pilot keys together to form a pilot key, engraved with the names of the stations at each end of the affected section; and must deposit the pilot key in the receptacle provided in the telephone cabinet.

Rule 264

(4) Where pilot key working is to be instituted over a section with an unattended station at each end.—

(a) if the departure signal at the end from which the train requiring to proceed over the section is to enter is defective—

(i) the District Traffic Superintendent must issue a proceed order if necessary; and must instruct the Guard of the train requiring to proceed over the section to remove the half-pilot key for the affected section at the end from which the train is to enter and hand it to the Driver to be taken to the other end of the section;

(ii) where a proceed order is required the Driver must not depart until the order is in his possession;

(iii) on arrival at the other end of the section the Driver must remove the half-pilot key for the affected section from its box and deliver both half-pilot keys to the Guard; and

(iv) the Guard must screw both half-pilot keys together to form the pilot key and deposit it in the receptacle provided in the telephone cabinet; and

(b) if the departure signal at the end from which the train requiring to proceed over the section is to enter is in working order and is displaying a *Proceed* indication, the procedure set out in paragraph (a) of this rule must be followed except that—

(i) the half-pilot key must not be removed and handed to the Driver until the train has passed the departure signal in the usual way, and that signal has been placed to the *Stop* position in the ordinary course by the train;

Rules 264 and 265

- (ii) the Driver, before entering the section must be instructed by the Guard to wait for the half-pilot key, after passing the signal; and
- (iii) a proceed order need not be issued and the Driver is not required to wait for one before departing.

265. (1) When the two half-pilot keys have been screwed together the person doing so must—

Pilot keys to be screwed together and examined.

- (a) examine the pilot key to ensure that it is correctly engraved with the names of the stations at each end of the affected section; and
- (b) immediately advise the Train Controller that pilot key working has been properly instituted;

and the Train Controller must thereupon conduct traffic as provided by this rule.

(2) A train must not be permitted to enter a section that is being worked by pilot key, unless the pilot key is at the station from which the train is to enter the section.

(3) Except as provided by sub-rule (5) of this rule, the Driver of each train that passes over the section must ensure that he is in possession of the pilot key.

(4) Where a train is assisted by a locomotive in the front, or in the rear, the Signalman must show the pilot key to the Driver of the leading locomotive and must then hand it to the Driver of the rear-most locomotive, who must retain possession of it whilst passing over the section.

(5) Where it is necessary to start two or more trains from one end of the section, before a train has to be started from the other end, the Signalman must—

- (a) give the pilot key to the Driver of the last train which is to pass over the section, before a train has to be started from the other end; and

Rule 265

(b) in the case of each train which is to pass over the section, without being in possession of the pilot key—

- (i) if there is only one locomotive on the train, show the Driver the pilot key, and hand him a pilot key caution ticket (*Form SW 25*) properly completed and signed; or
- (ii) if there is more than one locomotive on the train, show the pilot key and the pilot key caution ticket to the Driver of every locomotive; and, after showing the pilot key to the Driver of the rearmost locomotive, hand the pilot key caution ticket to him.

(6) A Driver must not in any circumstances accept a pilot key caution ticket unless he first sights the pilot key.

(7) A pilot key caution ticket applies to a single journey, only, to the other end of the section, and on arrival there—

- (a) the Driver must immediately give up the ticket to the Signaller; and
- (b) the Signaller must cancel the ticket by writing "cancelled" across the face of it.

(8) The Signaller must forward cancelled tickets to the District Traffic Superintendent after ordinary working has been resumed.

(9) At unattended crossing stations, the pilot key caution ticket book must be kept in the receptacle provided in the telephone cabinet.

(10) Where, under pilot key working, a train is authorised to pass a departure signal in the *Stop* position, this authority applies to the departure signal only; and if intermediate signals are at *Stop*, they must be passed as provided by rule 79 of these rules, only.

Rules 266, 267, 268, 269 and 270

266. A Driver must not carry a pilot key beyond the station to which it applies; and in the event of it being over-carried—

Pilot keys
not to be
over-carried.

- (a) the pilot key must be returned as a booked parcel; and
- (b) when being returned, a pilot key must not be carried on a locomotive.

267. (1) In the event of a pilot key, or a half-pilot key, being lost, pilot working must be instituted; the stations at each end of the section must be manned and pilot working instituted in accordance with sub-rule (6) of rule 329 of these rules.

Pilot key or
half-pilot
key lost.

(2) In the event of a lost pilot key being subsequently found, it must be handed to the Pilotman who must retain it in his possession, until pilot working is cancelled; or, if it cannot be handed to the Pilotman, it must be delivered to the nearest Station Master who must advise the District Traffic Superintendent and dispose of the pilot key, according to the instructions received from that officer.

268. Where a Signalman is changed during the time pilot key working is in operation, the person coming on duty must be acquainted, by the person going off duty, with the arrangements in force.

Signalman
changed
during pilot
key working.

269. The Signalman, or, in the case of an unattended station, the Guard, must advise the Train Controller of the arrival and departure of every train travelling on a pilot key or pilot key caution ticket.

Train Con-
troller to be
advised of
movements
of trains
under pilot
key working.

270. A person must not—

- (a) use a light engine to institute pilot key working, unless it is accompanied by a Guard or traffic section employee who is qualified in safeworking; or
- (b) permit a light engine to travel over a section where pilot key working is in force and where either, or both, of the stations affected are unattended, except when

Light
engines not
to be used
to institute
pilot key
working.

Rules 270 and 271

accompanied by a Guard or other traffic section employee who is qualified in safe-working, unless another train will be at the unattended crossing station or stations, in which case the Guard of that other train must attend to the safeworking duties for the light engine.

Cessation of
pilot key
working.

271. (1) When the condition which made the institution of pilot key working necessary has been remedied and normal working is to be resumed—

(a) the Train Controller must confer with the Signaller at each end of the affected section; and must instruct the Signaller at the end where pilot key working is to be cancelled to—

(i) unscrew the pilot key;

(ii) place the appropriate half-pilot key in the pilot key box at his end; and

(iii) hand the other half-pilot key to the Driver of the train which is to resume normal working, with instructions to take it to the Signaller at the opposite end of the section; and

(b) upon the arrival of the train by which normal working is being resumed at the station in advance, the Signaller at that station must—

(i) obtain the half-pilot key from the Driver;

(ii) place it in the pilot key box at his end of the section; and

(iii) advise the Train Controller of having done so;

and normal working may then be resumed.

(2) Where the station at one end of the section is unattended, and it is intended to cancel pilot key working from the attended station,—

(a) the Train Controller must instruct the Signaller at the attended station to—

(i) unscrew the pilot key;

Rule 271

- (ii) place the appropriate half-pilot key in the pilot key box at his end of the section; and
- (iii) hand the other half-pilot key to the Driver of the train which is to resume normal working, with instructions to take it to the opposite end of the section and place it in the pilot key box there; and

- (b) upon the arrival of the train by which normal working is being resumed at the opposite end of the section, the Guard must, after the Driver has replaced the half-pilot key in the box at that end of the section, communicate with the Train Controller and advise him that this has been done;

and normal working may then be resumed.

(3) Where the station at one end of the section is unattended, and it is intended to cancel pilot key working from the unattended station—

- (a) the Train Controller must confer with the Signaller at the attended end of the section, then communicate with the Guard of the train which is to resume normal working and instruct him to—
 - (i) unscrew the pilot key;
 - (ii) place the appropriate half-pilot key in the pilot key box at his end of the section; and
 - (iii) hand the other half-pilot key to the Driver, with instructions to take it to the opposite end of the section and hand it to the Signaller there; and
- (b) upon the arrival of the train at the station in advance the Signaller at that station must—
 - (i) obtain the half-pilot key from the Driver;

Rule 271

- (ii) place it in the pilot key box at his end; and
 - (iii) advise the Train Controller of having done so;
- and normal working may then be resumed.

(4) Where the station at each end of the affected section is unattended and it is intended to cancel pilot key working—

- (a) the Train Controller must communicate with the Guard of the train which is to resume normal working and instruct him to—

- (i) unscrew the pilot key;
- (ii) place the appropriate half-pilot key in the pilot key box at his end of the section; and
- (iii) hand the other half-pilot key to the Driver, with instructions to take it to the opposite end of the section and place it in the pilot key box there; and

- (b) upon the arrival of the train at the opposite end of the section the Guard must, after the Driver has replaced the half-pilot key in the box at that end of the section, communicate with the Train Controller and advise him that the half-pilot keys have been replaced in their respective boxes;

and normal working may then be resumed.

(5) The train that is to resume normal working must not be permitted to depart, until the departure signal is at *Proceed*.

(6) In order to avoid delays to trains, and if convenient, the Maintainer may, after the condition which made the introduction of pilot key working necessary has been remedied, and upon instruction of the Train Controller, replace the half-pilot keys in their proper boxes.

Rules 272, 273 and 274

272. (1) Except where otherwise provided by these rules or unless instructed to the contrary by the Controller, each train crew must operate the points, signals and other apparatus necessary for the passage of its own train, at unattended crossing stations, and at remotely controlled crossing places, in accordance with these rules.

Operation of points, signals and other apparatus at unattended crossing stations.

(2) Where competent station staff are on duty, they must attend to requirements necessary for the passage of trains.

(c)—Rules Applicable to Double Lines Only.

273. (1) The objects of automatic signalling on double lines are accomplished by controlling the signal governing the entrance to a section by track circuits in advance of the signal, so that, when a train enters the section, the signal is automatically placed and held in the *Stop* position until the whole of the train has passed under the protection of the next signal in advance.

Object of automatic signalling on double lines.

(2) When the track section controlling an automatic signal is unoccupied, the signal automatically goes to the *Proceed* position.

274. (1) A Signalman must be prepared for a train to depart at the proper time, and, if the section is clear, must, whenever practicable, exhibit the *Proceed* signal, so as to avoid checking the speed of trains.

Trains to depart at proper times.

(2) When a train is ready to depart and the intermediate section ahead of the starting or advanced starting signal is clear, the Signalman must operate the apparatus controlling the signal to place it at the *Proceed* position.

(3) In the event of the signal failing to go to *Proceed* upon the operation of the apparatus controlling it, the apparatus must be operated again; and in the event of the signal again failing to go to *Proceed*, the Signalman must treat it as a defective signal and work traffic in accordance with rule 115 of these rules; but where the track indicator shows occupied, the Signalman must, if track

Rules 274, 275, 276, 277 and 278

- section time has elapsed, inform the Driver of the circumstances and instruct him to proceed, observing the precautions required by sub-rule (6) of rule 79 of these rules.
- Section obstructed by accident or disabled train.** 275. (1) Whenever a section is obstructed by accident or a disabled train, rule 393 of these rules must be applied.
- (2) Whenever it is necessary to conduct the traffic of a double line of railway over a single line, pilot-working must be instituted in accordance with rules 329, 330, 331, 332, 333 and 334 of these rules.
- Cancelling of trains.** 276. When a train has been advised to the station in advance, and it is found the train will not proceed in the usual course, the Signaller must cancel it in accordance with the local instructions for the type of apparatus in use.
- Last train incorrectly described.** 277. In the event of a wrong description of a train having been sent forward, the Signaller wishing to alter it must do so in accordance with the local instructions for the type of apparatus in use.
- Train passed without tail disc or lights.** 278. (1) A Signaller must closely observe each train as it passes and satisfy himself that it is complete.
- (2) In the event of a train passing without tail disc or lights and the Signaller being unable to satisfy himself that it is complete—
- (a) that Signaller must stop the first train going in the opposite direction, inform the Driver what has occurred, and instruct him to proceed cautiously to avoid danger in the event of any portion of the train that passed without tail disc or lights having fouled the line on which he is about to run;
- (b) that Signaller must immediately advise the Signaller, at the station in advance and rear, of the circumstances;

Rules 278 and 279

- (c) the Signaller in advance, on being advised of the circumstance, must stop the train and ascertain from the Guard if it is complete;
- (d) where the sections are short and the train cannot be stopped, without being brought to a sudden stand, the Signaller in advance must pass the advice that the train is, or may be, incomplete on to the next station; and
- (e) where it is ascertained that the train is incomplete, the Signaller ascertaining that fact must inform the Signaller who first sent the advice thereof; and must make arrangements to clear the section in accordance with rule 392 of these rules (Train divided).

(3) Whenever a train stops at a station, or before it leaves a terminal, the Signaller must, where practicable, see that the tail signals are in proper order, so as to avoid, as far as possible, the necessity to send advice of trains passing without tail disc or lights.

279. In the event of any vehicle, train, or portion of a train, running back in the wrong direction, or of a train proceeding on the wrong line—

Vehicles running away on wrong line.

- (a) the Signaller must—
 - (i) immediately, exhibit the *Stop* signal;
 - (ii) at once, inform the Signaller at the next signal-box towards which the vehicle, train, or portion of a train, may be running, of the circumstance, or, where a bell code is in operation, send the *Vehicles Running Away on Wrong Line* signal; and
 - (iii) stop the first train going in the same direction on the right line, and after informing the Driver what has occurred, instruct him to proceed cautiously; and

Rules 279 and 280

- (b) the Signaller in the rear receiving information or a signal under paragraph (a) of this rule must—
- (i) immediately, exhibit the signal to stop any train coming from, or going towards the signal-box from which the information or signal was received;
 - (ii) place detonators on the rails to attract the attention of the men in charge of the vehicle, train, or portion of a train;
 - (iii) take any other measures that may be necessary, such as turning the vehicle, train, or portion of a train, across to another line, or into a siding, as is most expedient under the circumstances;
 - (iv) in the event of his being unable to stop or divert the vehicle, train or portion of a train, inform the Signaller at the next signal-box of the circumstance or, where a bell code is in operation, give the *Train Running Away on Wrong Line* signal; and
 - (v) when he has stopped any train travelling in the opposite direction, not permit it to proceed, until he has ascertained that the line on which it is about to run is not obstructed.

Vehicles
running
away on
right line.

280. Where any train, vehicle, or portion of a train, has escaped and is running away, in the proper direction, on the right line, or has entered a section without authority—

- (a) the Signaller at the signal-box in the rear must—
 - (i) inform the Signaller at the signal-box in advance of the circumstance or, where a bell code is in operation, give the *Train Running Away on Right Line* signal; and

Rules 280 and 281

- (ii) immediately, exhibit his signals to stop any train coming from, or going towards, the signal-box towards which the train, vehicle, or portion of a train is running: and
- (b) the Signaller receiving the information or signal mentioned in paragraph (a) of this rule must—
 - (i) immediately, exhibit his signals to stop any train coming from, or going towards, the signal-box from which the advice was received (unless there is a train in front of the runaway train, vehicle, or portion of a train, in which case, if the line is clear, that train may be allowed to pass the signals before the *Stop* signal is exhibited);
 - (ii) arrange for the line on which the train, vehicle, or portion of a train is running to be cleared;
 - (iii) if necessary, send proper advice forward;
 - (iv) take such other measures as he may consider most expedient under the circumstances; and
 - (v) when he has stopped any train travelling in the opposite direction, not permit it to proceed until it has been ascertained that the line on which it is about to run is not obstructed.

281. Where a ballast train is required to stop in a section for permanent way purposes, the Signaller at the entrance to the section must give the Driver and Guard notice in writing stating the time the section is to be cleared, to avoid delays to other trains.

Ballast train
requiring to
stop in the
section.

Rule 282

Train an unusually long time in the section.

282. (1) In the event of an unusual time elapsing, after advice of train departure has been received, without the train coming in sight, the Signaller receiving the advice must—

- (a) if there is a tunnel in the section in which the train is running, prevent any train going in the opposite direction proceeding on its journey until he has ascertained that the line on which it has to run is clear; or
- (b) if there is no tunnel in the section, stop the first train proceeding in the opposite direction and inform the Driver of the circumstances and instruct him to proceed cautiously.

(2) Where, in the case of a train on one of two parallel lines, an unusual time elapses between the receipt of the *Train Departure* signal from the signal-box in the rear and the arrival of that train at the signal-box in advance,—

- (a) the Signaller at the signal-box in advance must advise the Signaller in the rear of the apparently unusual delay of the train;
- (b) the Signaller in the rear, upon receipt of the advice mentioned in paragraph (a) of this sub-rule, must stop any train travelling on the adjoining parallel line and advise the Driver of the circumstances, instructing him to proceed cautiously; and
- (c) the Signaller at each end of the section affected by the unusual delay of a train must take the necessary action, with a view to ascertaining the cause of the delay and immediately communicate with the Station Master and Train Controller.

Rules 283 and 284

Division 5—Double Line Block Telegraph System.

(a)—Rules Applicable to All Instruments.

(In addition to General Absolute Block rules 148 to 164 the following rules 283 to 327 apply to Block Telegraph on Double Lines.

Rules 283 to 299 apply to all Instruments.

Rules 302 to 310 apply to Electric Lock and Block Instruments.

Rules 311 to 319 apply to Three Position Instruments.

Rules 320 to 327 apply to Two Position Instruments.)

283. The signalling of trains on the block telegraph system does not relieve any person of the obligation of using fixed, hand, or detonating signals, whenever and wherever those signals may be necessary.

Block
telegraph
system.

(Note: In a block system of train signalling an instrument known as a block instrument is provided in the signal-box at each end of the section. The block instruments are inter-connected and record the train working signals sent and received and thus give a constant indication to the Signaller of the conditions of the section to which they apply.

The object of the block telegraph system of signalling is to prevent more than one train being in the section between two block stations on the same line at the same time.)

284. (1) A person must not use a block instrument or bell except as required by rules 283 to 327 of these rules.

Use of block
instruments
and bells.

(2) The system under which block instruments are worked, and the mode of indicating the description of approaching trains, must be as provided by rules 285 to 327 of these rules.

(3) Where bell signals are permitted by these rules, the signals set out in the table to this rule must be used to give the indications shown in the table.

Rule 284

The Table.
CODE OF BELL SIGNALS.

Rule	Signal	Beats on Bell	How to be given
154	Call Attention	1	1.
	Is Line Clear for—		
	(a) Express Passenger Train ?		
	Through Passenger Train ?	4	4 consecutively.
	Relief Train ?	4	3 pause 1.
	(b) Ordinary Passenger Train ?		
	Mixed Train ?		
	(c) Fast Goods Train ? Live-		
285	stock Train ? Perishable	5	5 consecutively.
305	Train ?	5	2 pause 2 pause 1.
314	(d) Empty Coach Train ?		
323	(e) Through Goods Train ?	5	4 pause 1.
	Through Ballast Train ?	3	3 consecutively.
	(f) Shunting Goods Train ?	4	1 pause 3.
	(g) Locomotive and Brakevan ?	5	2 pause 3.
	(h) Light Engine or Light Engines		
	coupled together ?		
285	(i) Ballast Train requiring to stop		
305	in section ? Rail Motor Car ?		
314	Self Propelled Per. Way Ap-	5	1 pause 2 pause 2.
323	pliance ?		
287			
305			
314	Train Departure	*2	2 consecutively.
323			
156	Train Waiting	7	3 pause 4.
158	Bank engine in rear of train	*4	2 pause 2.
159	Assisting engine in front or two		
	trains coupled	*6	2 pause 2 pause 2.
288	Train arrival, or obstruction removed	3	2 pause 1.
160			
160	Obstruction—Danger	*6	6 consecutively.
290	Blocking Back—INSIDE Home sig-		
	nal	6	2 pause 4.
290	Blocking Back—OUTSIDE Home		
	signal	6	3 pause 3.
286	Section Clear but Station or Junc-		
	tion Blocked	*13	3 pause 5 pause 5.
161	Stop and Examine Train	*7	7 consecutively.
293	Cancelling “ Is Line Clear ? ” or		
	“ Train Departure ” signal	8	3 pause 5.
294	Last Train Signalled incorrectly		
	described	8	5 pause 3.
295	Train passed without Tail Disc or		
	Lights	*9	9 consecutively
			to BOX IN AD-
			VANCE. 4 pause
			5 to BOX IN
			REAR.
162	Train Divided	*10	5 pause 5.
163	Shunt train for following train to pass	*11	1 pause 5 pause 5.
297	Vehicles running away on right line	*14	4 pause 5 pause 5.
296	Vehicles running away on wrong line	*12	2 pause 5 pause 5.
158	Cancel bank engine in rear of train	12	8 pause 2 pause 2.
155	Speak on Telephone	*7	4 pause 2 pause 1.
206	Opening of signal-box	15	5 pause 5 pause 5.
315	Closing of signal-box	17	7 pause 5 pause 5.
324			

Rules 284 and 285

CODE OF BELL SIGNALS—continued.

Rule	Signal	Beats on Bell	How to be given
299	Testing Bells	16	16 consecutively.
317 {	Testing Controlled Signals	20	5 pause 5 pause 5
325 {			pause 5.
307	Special Attention	12	4 pause 4 pause 4.
307	Cancel Back Lock	9	4 pause 1 pause 4.
316	Release Switch	6	1 pause 4 pause 1.

* These signals are not preceded by the Call Attention signal.

285. (1) Except where special instructions to the contrary are given, a person must not take a line to be clear or permit a train to approach from the signal-box in the rear, in accordance with rules 305, 314, 323, of these rules, until—

Line clear.
or giving
permission
for a train
to approach.

- (a) the preceding train has passed at least a quarter of a mile beyond the home signal, and actuated the rail contact (where provided) or has been shunted clear of the main line; and
- (b) all the points over which the approaching train has to pass have been placed in their proper position, and the line is clear for at least a quarter of a mile ahead of the home signal.

(2) After giving permission for a train to approach, in accordance with rules 305, 314 and 323 of these rules, a person must not permit any obstruction of the line on which that train requires to run until—

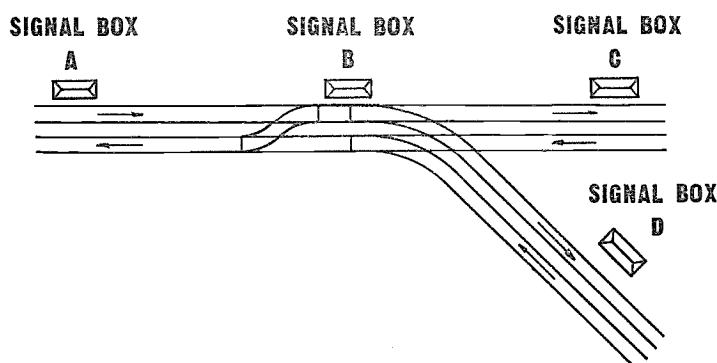
- (a) the train has been brought to a stand at the home signal;
- (b) the train has passed into the section in advance; or
- (c) the cancelling signal has been received from the signal-box in the rear.

(3) Where the line is not clear, or where from any other cause, the Signaller is not in a position to give permission for the train to approach when

Rule 285

the Signaller in the rear forwards the *Is Line Clear?* signal, he must not acknowledge that signal until he is prepared to receive the train, whereupon he must give permission for it to approach in accordance with these rules.

(4) Except where otherwise provided by these rules, at a junction, the approach of trains which can cross or foul each other must be regulated in the following manner (for the purpose of this rule "A", "B", "C" and "D" represent signal-boxes situated as shown in the following diagram),



namely—

(a) when permission has been given by the Signaller at "B" for a train to approach from "C"—

- (i) the Signaller at "D" must not permit any train to leave "D", until that from "C" has been brought to a stand at the home signal or has passed through the junction for a distance of a quarter of a mile, or until the *Train Arrival* signal for the previous train has been received from the next signal-box ahead, if within that distance; and

Rule 285

- (ii) the Signalman at "A" must not permit any train to leave "A" for "D", unless the junction facing points at "B" are set for "C" and the line towards "C" is clear for a distance of a quarter of a mile beyond the junction points, or until the *Train Arrival* signal for the previous train has been received from the next signal-box ahead, if within that distance;
- (b) when permission has been given by "B" for a train to approach from "D", the Signalman at "C" must not permit any train to leave "C" until that from "D" has been brought to a stand at the home signal or has passed through the junction for a distance of a quarter of a mile, or until the *Train Arrival* signal for the previous train has been received from the next signal-box ahead, if within that distance;
- (c) when permission has been given by the Signalman at "B" for a train to approach from "A" for "D", the Signalman at "C" must not permit any train to leave "C" until that from "A" has been brought to a stand at the home signal or has passed clear of the junction, or the junction facing points have been set for "C", and the line towards "C" is clear for a distance of a quarter of a mile beyond the junction points, or until the *Train Arrival* signal for the previous train has been received from the next signal-box ahead, if within that distance; and
- (d) when a train has been sent to the starting signal, and the rear of the train is well clear of the junction, permission for a following train to approach may be given by the Signalman to the signal-box in the rear, if the points are set for the following train to pass on to another line, and that line is clear.

Rules 285 and 286

(5) At a station where the rail contact is fixed ahead of the advanced starting signal and a train from the siding or from another line has been permitted to draw up to the advanced starting signal to await line clear, the Signalman must not—

- (i) give permission to the rear station for a train to approach, even when the line is clear for a quarter of a mile ahead of the home signal, until the first-mentioned train has actuated the rail contact, if by so doing, the block instrument would be released; and
- (ii) permit a train to leave a siding or cross over from another line, even when the line is clear for a quarter of a mile ahead of the home signal, after permission has been given to the rear station for a train to approach, if by so doing, the rail contacts would be actuated and the block instrument released.

Section
clear but
station or
junction
blocked.

286. (1) A person must not use the *Section Clear but Station or Junction Blocked* signal, except as provided by rules 287 and 328 of these rules, or where specially authorised to do so by the Chief Traffic Manager.

(2) When the line is clear to the home signal and it is necessary for a train to be allowed to approach cautiously, in consequence of an obstruction existing ahead of the home signal, or from any other cause—

- (a) the Signalman at the signal-box in advance—
 - (i) must not acknowledge the *Is Line Clear?* signal in the usual way;
 - (ii) must place the block indicator (when provided on the instrument) to the line clear position; and
 - (iii) must send the *Section Clear but Station or Junction Blocked* signal; and

Rule 286

- (b) the Signaller receiving the *Section Clear but Station or Junction Blocked* signal must (if the train has not already passed the home signal towards the starting signal or the advanced starting signal)—
- (i) bring the train to a stand at the home signal;
 - (ii) act in accordance with the provisions of sub-rules (7), (8) and (9) of rule 73 of these rules; and
 - (iii) give the *Train Departure* signal; and the Signaller at the signal-box in advance must acknowledge the *Train Departure* signal.

(3) Where the home signal is at such a distance from the signal-box that it is not possible for the Signaller to communicate orally with the Driver when the locomotive is standing at the home signal, the Signaller must, after bringing the train to a stand at the home signal, adopt the following procedure, that is, he must—

- (a) place the home signal to *Proceed* to allow the Driver to draw up to the signal-box;
- (b) stop the train at the signal-box by exhibiting a *Stop* hand signal;
- (c) orally instruct the Driver that the section is clear to the home signal at the block signal-box in advance, but that the station or junction ahead is blocked;
- (d) exhibit a *Clear* hand signal to the Driver;
- (e) exhibit the necessary fixed signals to give permission for the train to proceed; and
- (f) if the train is assisted by a locomotive in the rear, exhibit a *Clear* hand signal to the Driver of that locomotive.

(4) Where some time is likely to elapse before the train for which the *Is Line Clear?* signal has been sent will be ready to enter the section, the

Rules 286 and 287

Signalman must not acknowledge the *Section Clear but Station or Junction Blocked* signal; but when the train is ready to enter the section, and before permitting it to do so, he must, again, send the *Is Line Clear?* signal in order to give the Signalman at the signal-box in advance an opportunity of receiving the train under rules 305, 314, 323 of these rules, if the circumstances have so altered as to permit of his doing so.

(5) During foggy weather or when, from any other cause, a distant view of the signals cannot be obtained, the Signalman at the signal-box in advance must not use the *Section Clear but Station or Junction Blocked* signal.

(6) This rule does not apply where the points at the station in advance are controlled by the electric lock and block instruments except as follows, namely—

- (a) during pilot working when traffic of a double line of railway is being worked over a single line; (*See rule 328 of these rules*); and
- (b) when a ballast train is required to work in the section. (*See rule 287 of these rules.*)

Ballast train
requiring
to stop in
section.

287. (1) Where a ballast train is required to stop in a block section for permanent way purposes—

- (a) the Signalman at the entrance to the section must give the prescribed *Is Line Clear?* signal; and
- (b) the Signalman at the signal-box in advance must, if the line is clear to the home signal, give permission for the train to approach, in accordance with rule 286 of these rules.

(2) Where a ballast train, which has been signalled as a through ballast train, is required to stop in the section for permanent way purposes,

Rule 287

and comes to a stand at a signal-box, to enable the Guard to inform the Signaller that his train is going to stop on the main line in the section in advance (*See rule 466 of these rules*), that Signaller must—

- (a) give the *Cancelling* signal; and
- (b) when this has been acknowledged, signal the train as a *Ballast Train Requiring to Stop in Section*.

(3) Where a ballast train is required to work in a section, the Signaller at the entrance to the section must give the Driver and Guard notice in writing, stating the time the section is to be cleared to avoid delays to other trains.

(4) Where serious delay and expense to a ballast train working on a long section can be avoided by returning it for a short distance to the station in the rear, the District Traffic Superintendent may give special authority to the Signaller at the rear station to issue to the Driver, prior to entering the section, a wrong-direction order for the ballast train to return to the station in the rear, in which case the Signaller must—

- (a) issue a separate wrong-direction order on each occasion the train is required to run in the wrong direction;
- (b) make an entry of the circumstances in his train register book immediately below the train entry; and
- (c) must remain on duty until the ballast train has returned to his station;

and the Signaller at the opposite end of the section must make an entry of the circumstances in his train register book in each case, immediately below the train entry.

(5) The Signaller must in each case advise the Signaller at the other end of the section that the train will be working in the section.

Rules 288 and 289

Train
arrival.

288. Except as provided by rule 133 of these rules, a Signaller must not take a train to be out of a section and must not give the *Train Arrival* signal to the signal-box in the rear—

(a) until—

(i) the last vehicle of the train, with White disc or Red tail lights attached, has passed his signal-box, and has proceeded a quarter of a mile within the home signal; or

(ii) the train has been shunted clear of the main line; and

(b) where a rail contact is provided, until the train has actuated such contact.

Course to be
pursued
when a train
is an un-
usually long
time in a
section.

289. (1) In the event of an unusually long time elapsing after a *Train Departure* signal has been received, without the train so signalled coming in sight, the Signaller at the station in advance must stop the first train proceeding in the opposite direction and inform the Driver of the circumstances; and, after the necessary signals have been sent and acknowledged, instruct him to proceed with caution.

(2) Where, in the case of a train on one of two parallel lines, an unusual time elapses between the receipt of the *Train Departure* signal from the signal-box in the rear and the arrival of that train at the signal-box in advance—

(a) the Signaller at the signal-box in advance must not acknowledge the *Is Line Clear?* signal for a train on the adjoining parallel line, until he has advised the Signaller in the rear of the circumstances;

(b) the Signaller in the rear, upon receipt of the advice mentioned in paragraph (a) of this sub-rule, must stop any train travelling on the adjoining parallel line, advise the Driver of the circumstances instructing him to proceed cautiously to the signal-box in advance; and

(c) the Signallers at each end of the section affected by the unusual delay of a train must take the necessary action, with a view

Rules 289 and 290

to ascertaining the cause of the delay and immediately communicate with the Station Master and Train Controller.

290. (1) Where it is necessary, after the passing of one train, and before giving permission for another to leave the signal-box in the rear, to obstruct the line inside the home signal, by crossing a train or vehicle from one line to another for shunting purposes, or by allowing a train to leave a loop line or siding for the main line, unless instructions to the contrary are given, the Signaller must give the *Blocking Back* signal, to the signal-box or signal-boxes in the rear.

Blocking
back.

(2) Where a Signaller asks permission to occupy the line outside his home signal, he must give the *Blocking Back Outside Home Signal* signal to the Signaller at the signal-box in the rear, and the latter Signaller must, before acknowledging the signal, satisfy himself—

- (a) that he can give the permission sought with safety; and
- (b) that he has not allowed a train to approach his signal-box from the signal-box in the rear, under rules 303, 314 or 323 of these rules, unless—
 - (i) there is a distance of at least half a mile between his home signal applicable to that train and the signal-box from which he received the *Blocking Back* signal; or
 - (ii) if at a junction, he has set his facing points for another line, and that line is clear in accordance with these rules.

(3) Where a Signaller has given the *Blocking Back*, or *Blocking Back Outside Home Signal* signal, he must ensure that the block instrument indicates that the signal has been sent and accepted before permitting the obstruction of the line. (*See rule 310, electric lock and block instruments; rule 319, three position instruments; and rule 327, two position instruments.*)

Rules 290, 291 and 292

(4) If, when a Signalman gives the *Blocking Back* signal, for the purpose of asking permission to occupy the line, the Signalman at the signal-box in the rear is not in a position to give that permission, the latter Signalman must not repeat the *Blocking Back* signal, or acknowledge it in any way; and, until the signal has been acknowledged, the former Signalman must not permit the line to be occupied.

(5) Except where special permission is given by the Chief Traffic Manager, and then only if there is a man in the leading vehicle in a position to prevent a runaway by using the brakes, a person must not place a train or vehicle outside a home signal where the line is on a falling gradient towards the signal-box in the rear.

(6) A person must not place a train or vehicle beyond the sight of the Signalman nor, in any case, beyond the distant signal.

(7) When the obstruction has been removed, and the main line or lines are again clear, the Signalman must give the *Obstruction Removed* signal to the signal-box in the rear, and must restore the block instrument to normal.

(8) A person must not permit shunting outside a home signal during foggy weather.

Section
obstructed
by accident
or disabled
train.

291. In the event of a section being obstructed by accident or by a disabled train, the provisions of rule 393 of these rules must be observed.

Working of
traffic of a
double line
over a single
line of rails
during
repairs or
obstruction.

292. When it is necessary to conduct the traffic of a double line of railway over a single line—

- (a) pilotworking must be instituted in accordance with rules 328 to 334 of these rules;
- (b) the existing block system must not be used; and
- (c) the Signalman must—
 - (i) advise the Signalman in advance of the description and movement of every train by telephone;

Rules 292, 293 and 294

- (ii) not permit a second train to enter the section, unless the Pilotman is present, and until the Signalman has been advised that the previous train has arrived; and
- (iii) if the telephone instruments fail, not permit a train to follow another within the ordinary running time of the section, unless he can satisfy himself that the section is clear. (*See rule 330 of these rules*).

293. In the event of it becoming necessary to cancel an *Is Line Clear?* or *Train Departure* signal, which has been accepted or acknowledged, the Signalman must give the *Cancelling* signal, and the Signalman receiving the signal must—

Cancelling signal.

- (a) place or maintain the block indicator in its normal position (except as provided by sub-rule (4) of rule 160 of these rules);
- (b) acknowledge it; and
- (c) make an entry in his train register book, recording the fact of the signal having been cancelled;

and the Signalman sending the *Cancelling* signal must record the fact of the signal having been cancelled in his train register book.

(*The Cancelling signal must not be used unless the Is Line Clear? or Train Departure signal has been accepted or acknowledged. This signal must only be used in cases where a train has been signalled to the signal-box in advance, and it is found that such train will not proceed in the usual course.*)

294. For the purpose of correcting an *Is Line Clear?* signal, in the event of a wrong description of a train having been sent forward, the Signalman wishing to alter it must do so by sending the *Last Train Signalled Incorrectly Described* signal to the Signalman at the signal-box in advance, who must acknowledge it; the correct *Is line Clear?* signal must then be forwarded and acknowledged,

Last train signalled incorrectly described.

Rules 294 and 295

in the ordinary manner, by the respective Signalmen; and the position of the block indicator must not be interfered with.

295. (1) A Signalman must carefully watch each train as it passes, and satisfy himself that it is complete before giving the *Train Arrival* signal to the signal-box in the rear.

Train
passed
without
tail disc
or lights.

(2) In the event of a train passing a signal-box without the proper tail signals, or of the Signalman being unable to satisfy himself whether or not the tail disc or lights are on the train—

(a) the Signalman must—

(i) immediately, exhibit the *Stop* signal, and stop the first train going in the opposite direction, and inform the Driver of what has occurred and instruct him to proceed cautiously, so as to avoid danger in the event of any portion of the train having fouled the line on which he is running;

(ii) send the *Train Passed Without Tail Disc or Lights* signal to the signal-box in advance; and

(iii) not give the *Train Arrival* signal to the signal-box from which the train without tail disc or lights has arrived, but must give the *Train Passed Without Tail Disc or Lights* signal;

(b) the Signalman at the signal-box in the rear may give the *Is Line Clear?* signal for a following train, although he has not received the *Train Arrival* signal;

(c) the Signalman at the signal-box in advance, on receiving the *Train Passed Without Tail Disc or Lights* signal, must—

(i) acknowledge it;

(ii) place the fixed signals at *Stop* to stop the approaching train, to ascertain if it is complete; and

Rule 295

- (iii) advise the Guard and Driver of the circumstances;
- (d) if, where the sections are short, a Signalman receiving the *Train Passed Without Tail Disc or Lights* signal finds that he cannot stop the train except by bringing it to a sudden stand, he must not place his signals to *Stop*, but, as the train is approaching, send the *Train Departure* signal to the signal-box in advance and immediately follow it with the *Train Passed Without Tail Disc or Lights* signal;
- (e) when the Signalman who sent the *Train Passed Without Tail Disc or Lights* signal receives the *Is Line Clear?* signal for a following train (unless in the meantime he has received advice from the signal-box in advance that the train has arrived complete)—
 - (i) he must not acknowledge it in the usual way, but must place the block indicator to the line clear position (except in the case of a two position instrument) and send the *Train Passed Without Tail Disc or Lights* signal;
 - (ii) the Signalman in the rear receiving the signal referred to in sub-paragraph (i) of this paragraph must stop the train and orally instruct the Driver to proceed cautiously to the next signal-box in advance, informing him why it is necessary that he should do so, and must then give the *Train Departure* signal; and
 - (iii) as soon as the train, the Driver of which has been cautioned, as required by sub-paragraph (ii) of this paragraph, has passed the signal-box from which the *Train Passed Without Tail Disc or Lights* signal was sent, the Signalman there must

Rules 295 and 296

give the *Train Arrival* signal, in accordance with rule 288 of these rules, and the signalling of trains must then be resumed in the ordinary manner;

- (f) in the event of the Signalman sending the *Train Passed Without Tail Disc or Lights* signal receiving advice from the signal-box in advance that the train has arrived complete, he must, if he has not in the meantime given permission for a following train to leave the signal-box in the rear, call the attention of the Signalman at that signal-box and give the *Train Arrival* signal; and
- (g) where a train without tail signals passes a signal-box and there are catch points in the rear of that signal-box, the Signalman must not permit any train to enter the section in either direction until it has been ascertained that both lines are clear.

(3) Before a train or locomotive leaves a terminal or when a train stops at a signal-box, the Signalman must, where practicable, see that the tail signals are in proper order so as to avoid, as far as possible, the unnecessary use of the *Train Passed Without Tail Disc or Lights* signal.

Vehicles
running
away on
wrong line.

296. In the event of any vehicle, train, or portion of a train, running back in the wrong direction, or of a train proceeding on the wrong line—

(a) the Signalman must—

- (i) immediately exhibit the *Stop* signal;
- (ii) at once, call the attention of the Signalman at the signal-box towards which the vehicle, train, or portion of a train may be running by giving the *Vehicles Running Away on Wrong Line* signal; and
- (iii) stop the first train going in the same direction on the right line, and after informing the Driver of what has occurred instruct him to proceed cautiously;

Rule 296

- (b) the Signaller in the rear receiving the *Vehicles Running Away on Wrong Line* signal must—
- (i) immediately exhibit the *Stop* signal to stop any train coming from or going towards the signal-box from which the signal was received;
 - (ii) place detonators on the rails to attract the attention of the men in charge of the train or portion of the train;
 - (iii) take any other measures that may be necessary, such as turning the runaway vehicle, train, or portion of a train, across to the other line, or into a siding, as may be most expedient under the circumstances;
 - (iv) in the event of a runaway vehicle, train, or portion of a train, being turned across to the other line, pass the *Vehicles Running Away on Right Line* signal on to the next signal-box;
 - (v) in the event of his being unable to take protective measures, pass on the *Vehicles Running Away on Wrong Line* signal to the next signal-box in the rear; and
 - (vi) when he has stopped any train travelling in the opposite direction, not permit it to proceed until he has ascertained that the line on which it is about to run is not obstructed;
- (c) the Signaller at the signal-box from which the runaway vehicle, train, or portion of a train has started, or any other Signaller whose box may be passed by the runaway vehicle, train, or portion of a train must immediately give the *Obstruction Danger* signal to the Signaller in the rear, before giving the *Vehicles Running Away on Wrong Line*

Rules 296 and 297

signal (*as prompt action on the part of both Signalmen may prevent a mishap*); and

- (d) in the event of the Signalman receiving the *Obstruction Danger* signal succeeding in stopping the train or locomotive for which the *Is Line Clear?* signal has been accepted, he must, at once, advise the Signalman in advance by giving the *Cancelling* signal.

Vehicles running away on the right line.

297. Where any train, vehicle, or portion of a train, has escaped and is running away in the proper direction on the right line, or has entered a section without authority—

- (a) the Signalman at the signal-box in the rear must —
 - (i) advise the Signalman at the signal-box in advance of the fact, by giving the *Vehicles Running Away on Right Line* signal; and
 - (ii) immediately, exhibit the *Stop* signal to stop any train coming from or going towards the signal-box towards which the train, vehicle, or portion of a train is running; and
- (b) the Signalman receiving the *Vehicles Running Away on Right Line* signal must—
 - (i) immediately exhibit the *Stop* signal to stop any train coming from or going towards the signal-box from which the signal was received, (unless there is a train in the same section as the runaway vehicle, train, or portion of a train, and in front of it, in which case, if the line is clear, that train may be allowed to pass the signals before they are exhibited to stop the runaway vehicle, train, or portion of a train);
 - (ii) arrange for the line on which the vehicle, train, or portion of a train is running to be cleared;

Rules 297 and 298

- (iii) if necessary, send the signal forward;
- (iv) take such other measures as he may consider most expedient under the circumstances; and
- (v) when he has stopped any train travelling in the opposite direction, not permit it to proceed until he has ascertained that the line on which it is about to run is not obstructed.

298. (1) In the event of a rail contact not being actuated when a train passes over it, the Signaller, except where otherwise ordered, must in the case of an electric lock and block instrument, wait until the *Train Arrival* signal is received from the signal-box in advance, before restoring the apparatus to normal, as provided by rule 307 of these rules; and in the case of a three position instrument, restore the apparatus to normal immediately after the failure, in accordance with rule 316 of these rules.

Failure of
instrument
or bells.

(2) If the locomotive of a train that fails to actuate a rail contact connected to an electric lock and block instrument becomes disabled, or if from any other circumstances a serious delay would be caused to a following train—

- (a) the Signallers concerned, after communicating with each other and arriving at a clear understanding of the procedure to be adopted, may restore the instrument to the normal position by means of the cancelling arrangements, and may accept a following train under the same conditions, as if the previous train had passed without tail disc or lights;
- (b) the Signaller in the rear receiving the *Train Passed Without Tail Disc or Lights* signal must—
 - (i) stop the following train and orally instruct the Driver to proceed cautiously to the next signal-box in

Rule 298

advance, informing him why it is necessary that he should do so; and

- (ii) give the *Train Departure* signal; and
 - (c) as soon as the train, the Driver of which has been cautioned, has passed the signal-box at which the rail contact failed, the Signaller there must, if the rail contact has been actuated, give the *Train Arrival* signal in accordance with rule 288 of these rules and must resume the signalling of trains in the ordinary manner.
- (3) In the event of any failure of an instrument or bells, where the necessary signals cannot be forwarded and received, the Signaller—
- (a) must not permit a train to pass the signal-box into that section of the line where the failure exists, without previously bringing the train to a stand, and advising the Driver and Guard or Guards of the circumstances;
 - (b) must instruct the Driver to proceed cautiously, in order to stop short of any obstruction there may be on the line;
 - (c) where there are no telephones, or where the telephones have failed, must instruct the Driver of the first train warned to stop at the signal-box in advance to inform the Signaller there that the bells or instruments have failed at the signal-box in the rear;
 - (d) must not permit a train to follow another train into the section, until the ordinary running time of the section has elapsed, unless he—
 - (i) sees that the section ahead is clear; and
 - (ii) has stopped and cautioned the Driver as required by paragraph (a) of this sub-rule;

Rules 298 and 299

- (e) must take steps immediately to have the apparatus put into working order;
- (f) when the failure has been remedied, and the instruments are again in working order, must supply the Driver of the last train permitted to proceed cautiously through the section with a written notice (*see Form SW 32*) to that effect, and instruct him to stop at the next signal-box then open, and hand the notice to the Signalman; and
- (g) the Signalman receiving the notice referred to in paragraph (f) of this sub-rule must give the *Train Arrival* signal to the signal-box in the rear, and the Signalmen must then resume signalling in accordance with these rules.

(4) In the event of the block instruments failing, in addition to stopping the train before allowing it to enter the section, the Signalman must, where practicable, send the necessary signals as messages on the telephone instruments (where such exist), and a Signalman sending or receiving a message in this manner must record the time of doing so in the train register book.

299. A Signalman must use the *Testing Bells* signal, to ascertain whether the bells are in perfect order, but must not do so when a train has been signalled.

Testing
bells.

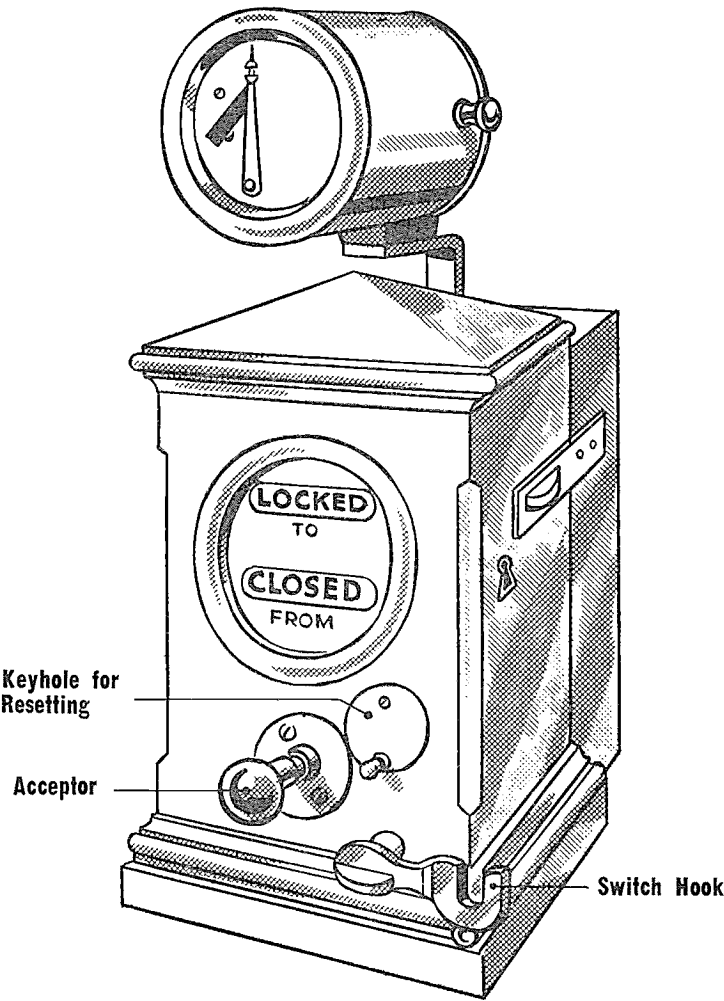
(Rule Nos. 300 and 301 reserved.)

(B)—*Rules Applicable to Electric Lock and Block Instruments.*

Rules 302 to 310, Electric Lock and Block instruments.

Rules 312 to 319, Three Position instruments.

Rules 321 to 327, Two Position instruments.



LOCK AND BLOCK INSTRUMENT

The Electric Lock and Block Instrument consists of two dials, an acceptor, and a switch hook. The upper dial contains a miniature semaphore arm, which works up and down after the manner of two position fixed signals; the normal position of the arm is at "Clear", and when in that position it signifies that the section in advance is unoccupied. The lower dial contains two indicators. The upper indicator has two positions, "Locked" and "Free". The normal position is at "Locked". The lower indicator refers to trains coming towards the signal-box. It has three positions, "Closed", "Train Accepted", and "Train on Line". The normal position is at "Closed".

The acceptor is used to release the lever of the signal controlling the entrance into the section at the station in the rear.

The switch hook has two positions, "Off" and "On", and when turned to "On" the acceptor adjacent to the switch hook is secured. The switch hook also controls the miniature semaphore arm at the rear signal-box, which is raised or lowered as the switch hook is placed on or taken off the acceptor. The normal position is "Off".

A plunger is provided for giving signals to the distant signal-boxes. Each time the plunger is pressed the bell or gong at the distant signal-box will give one beat.

All signals from the distant signal-boxes are received by the bell or gong. The indicators serve to record the signals that last passed and thus indicate the state of the line as to the trains running over it.

The signal-boxes at which Electric Lock and Block instruments are installed are furnished with instruments to signal for each line of rails.

Releasing keys and buttons are placed in each signal-box to provide for failure of the instrument and for cancelling.

Rules 302, 303 and 304

Normal
position
of block
indicators.

302. When the block instruments are not in use the line must be considered closed, the upper indicator should show "Locked" and the lower "Closed", and the miniature semaphore arm at the "Clear" position.

(At signal-boxes where the Electric Lock and Block system terminates, the upper indicator shows "Free".)

Use of
instruments
and bells.

303. A person using an instrument or bell must—

- (a) when pressing the acceptor of the instrument, not press it in quickly or in a jerky manner, but must press it in firmly and well home *(so as to ensure perfect electrical action inside the instrument, and enable the electric current to do its work properly at both ends of the section)*;
- (b) not, at any time, use violence to strain the instrument; and
- (c) make the movements on the plunger slowly and distinctly and mark the pauses between the sets of beats clearly.

Signal levers
to be worked
with par-
ticular care.

304. Where an electric lock and block instrument is in use the Signaller—

- (a) must work the signal levers with particular care;

(The electric lock and block instrument prevents the signal controlling the entrance to the block section ahead being placed to Proceed until that signal has been electrically released by the Signaller at the signal-box in advance, who cannot so release the signal until the preceding train has passed his own signal controlling the entrance to the section ahead, and that signal has been replaced to Stop, nor, where a rail contact is provided, until the train has actuated it. As this system of

Rules 304 and 305

working is attained by the interior mechanism of the block instrument being connected with the signal levers, particular care is needed in the use of the levers); and

- (b) must not handle the lever controlling the entrance to the section ahead, until "Free" has been received on the instrument; and must not interfere with that lever after "Free" has been received, unless he is prepared to place the signal to *Proceed*.

(Note: The lever of the signal controlling the entrance to the section ahead is, after being pulled off, so back-locked that it cannot be replaced fully to the normal position until the train has actuated the rail contact beyond the signal. Should, however, the necessity arise for a Signalman to place that signal at Stop before the train reaches the rail contact, the lever can be put back sufficiently far to do so without in any way interfering with the locking.)

305. Where electric lock and block instruments are in use over a section, the method of signalling by persons required by these rules to do so shall be as follows (for the purpose of this rule "A", "B", and "C" represent three consecutive block signal-boxes), namely—

Method of Signalling.

- (a) prior to the despatch of a train from "A", the Signalman there, if—
 - (i) he has received the *Train Arrival* signal for the previous train; and
 - (ii) the semaphore arm of the block instrument is in its normal position, (except as provided in rule 295 of these rules),

must call the attention of the Signalman at "B" and, having obtained it, must give the proper *Is Line Clear?* signal;

Rule 305

- (b) in the event of the line being clear the Signaller at "B" must—
 - (i) press the acceptor, (*which will cause the lower indicator of his own instrument to show "Train Accepted", unlock the signal lever at "A", and exhibit the word "Free" on the upper indicator of the instrument referring to that signal lever*); and
 - (ii) acknowledge the *Is Line Clear?* signal;
- (c) the Signaller at "A" may then, if the line is clear, exhibit the necessary signals for the train to leave "A". (*The placing of the signal controlling the entrance to the section to Proceed will move the upper indicator of his own instrument from "Free" to "Locked"*);
- (d) upon the train leaving "A"—
 - (i) the Signaller at "A" must send the *Train Departure* signal to "B"; and
 - (ii) on receipt of the *Train Departure* signal the Signaller at "B" must place the switch hook on his acceptor, (*thus causing the lower indicator of his instrument to show "Train on Line" and simultaneously raise the miniature semaphore arm at "A" to Stop*), and acknowledge the *Train Departure* signal;
- (e) immediately the train has actuated the rail contact at "A" (*which will be indicated to the Signaller by the upper indicator of his instrument showing "Free"*), the Signaller at "A" must replace the signal controlling the entrance to the section ahead at *Stop* (*when it will again become locked and his upper indicator will simultaneously move from "Free" to*

Rule 305

"Locked," at which indication it will remain until his signal lever is again released by the Signaller at "B");

- (f) the Signaller at "B", after acknowledging the *Train Departure* signal—
- (i) must, if he has received the *Train Arrival* signal for the previous train, and the block indicator is in its normal position, call the attention of "C", and, having obtained it, must give the proper *Is Line Clear?* signal to "C";
 - (ii) on receiving permission from "C" for the train to approach, "B" may exhibit the necessary signals for the train to proceed to "C"; and
 - (iii) as soon as the train has actuated the rail contact at "B", or has been shunted clear of the main line at "B", must replace his signals to *Stop* (*this will simultaneously move the upper indicator of his own instrument from "Free" to "Locked", and the lower indicator from "Train On" to "Closed"*), and if the train has arrived complete, in accordance with rule 288 of these rules, call the attention of "A", and having obtained it, take the switch hook off his acceptor (*which will place the semaphore arm in the signal-box at "A" in the "Clear" position*) and give the *Train Arrival* signal to "A" (except as provided in rule 306 of these rules); and
- (g) where the sections are short a Signaller receiving the *Is Line Clear?* signal must, if the section in advance is clear, send it forward where necessary to avoid delay to trains as soon as it has been acknowledged and before the *Train Departure* signal is received.

Rule 306

Opening
and closing
of signal-
boxes where
switches are
provided

306. (1) For switching-through purposes, the electric lock and block instruments are provided with a locking switch for each line, so that the Down and Up line instruments can be switched out one at a time; a separate switch being provided for switching out the bells.

(2) Where a Signaller requires to switch in he must—

- (a) turn his bell switch to "In," and send the prescribed signal to the signal-box on each side, which signal must be acknowledged by the Signaller receiving it;
- (b) immediately send forward to the signal-box in advance all bell signals received, and acknowledge them on receipt of acknowledgment, except as provided by sub-rule (4) of this rule, until the *Train Departure* signal is received; and
- (c) on receipt of the *Train Departure* signal—
 - (i) not send that signal forward;
 - (ii) turn the lock switch for that particular line to "In" (*thus raising the semaphore indicator arm of the instrument in the rear*);
 - (iii) acknowledge the bell signal;
 - (iv) on the arrival of the train at the signal-box deal with it in the ordinary way; and
 - (v) follow the same course on the other line, if necessary.

(3) When a Signaller requires to switch out he must—

- (a) after accepting and obtaining line clear from the signal-box in advance, for the last train that requires to be dealt with in one direction, but prior to that train—
 - (i) actuating the rail contact operating the point lock; or
 - (ii) where a point lock rail contact is not provided, passing his signal controlling the entrance to the section ahead,

Rule 306

turn his locking switch to "Out" (*which will cut his instrument out of circuit for that line*);

- (b) inform the Signaller in the rear by telephone that he has switched out on the up or down line, as the case may be;
- (c) leave the signals in the *Proceed* position and the switch hook on the acceptor; and
- (d) follow the same course for the other line, and when this is done give the prescribed *Switching Out* signal, and, after receiving an acknowledgment, turn the bell switch to "Out".

(4) Where, before a Signaller has switched out his bells, he receives a signal for another train, he must pass that signal on to the signal-box ahead, and acknowledge it on receipt of acknowledgment, unless it is a signal requiring him to stop an approaching train, in which case he must place his fixed signals to *Stop* and deal with the matter in accordance with these rules.

(5) In the event of a signal being received by a Signaller after he has switched in his bells, but before he has switched in his instruments he must follow the procedure provided by sub-rule (4) of this rule.

(6) A Signaller must exercise care in working the fixed signals when switching in, to prevent their being placed to *Stop* in the face of any train that may be approaching.

(7) When a signal-box is switched out, the person doing so must leave the main line fixed signals in the *Proceed* position; but where an employee is on duty and a train stops for more than one minute at the station he must place the home signal in the *Stop* position and must replace it to *Proceed* when the train has gone well forward on its journey.

Rules 306 and 307

(8) A person must not switch out any signal-box where any failure exists in connection with the interlocking apparatus, instruments, or bells, nor, in the event of a failure having been rectified, until the last train allowed to enter the section after having been cautioned has passed through.

(9) A Signaller must enter the time at which he opens or closes a signal-box in the train register book.

(10) A Signaller, before turning the bell switch to "In", must communicate by telephone, where one is provided, with the signal-box on each side, and ascertain from them the description of any train signalled and what trains are running in the section; and, where the telephone works with the block instruments, he must obtain that information immediately after the *Opening Switch* signal has been acknowledged.

**Releasing
appliances.**

307. (1) Special appliances are provided at the signal-boxes to release various parts of the apparatus in the event of a failure at any time of the instrument, or rail contacts, or of a train to reach the rail contact, and every Signaller, as he comes on duty, must satisfy himself—

- (a) that the peg of the key-hole cover for the train accepted key is in its place and screwed up;
- (b) that the paper seals over the various buttons and appliances are intact; and
- (c) that the train accepted key is in its place, as he is responsible for any irregularities that may be found whilst he is on duty.

(2) In the event of it becoming necessary at any time, from any cause, to re-set the apparatus after the "Train Accepted" disc has fallen, the Signaller must—

- (a) unscrew the small peg holding the key-hole cover in position; and

Rule 307

- (b) insert the key, give it a complete turn from left to right, and withdraw it,

when the peg may be placed in its hole again; but a person other than the Maintainer can not screw such a peg up again.

(3) For the purpose of this sub-rule "A", "B" and "C" represent three consecutive block signal-boxes; in the event of the Signaller at "B" being unable to free the Signaller at "A", owing to failure in the apparatus—

- (a) the Signaller at "A" must give the *Special Attention* signal to the Signaller at "B";
- (b) the Signaller at "B" must, if he finds that a further use of his acceptor is necessary to rectify the failure or error—
 - (i) cancel the indication "Train Accepted" by means of the key;
 - (ii) after withdrawing the key, press the acceptor in the usual way; and
 - (iii) immediately after this fresh attempt to free the signal lever at the rear, acknowledge the signal received from "A";
- (c) in the event of the failure being corrected by the use of the procedure described in paragraph (b) of this sub-rule, the Signaller at "A" must—
 - (i) orally caution the Driver of the train leaving "A"; and
 - (ii) explain the circumstances to him so that he may keep a good lookout; and
- (d) in the event of the failure continuing after the use of the procedure described in paragraph (b) of this sub-rule, the procedure provided by rules 115 and 298 of these

Rule 307

rules must be carried out and continued until such time as the apparatus is again in working order.

(4) A Signaller must, in every case of failure—

- (a) prepare a fault form;
- (b) send a telegram at once in accordance with the provisions of sub-rule (5) of rule 100 of these rules; and
- (c) make an entry of every occurrence in the train register book.

(5) A Signaller must keep the train accepted key in a secure place when it is not in use.

(6) Back lock cancelling buttons are provided at each signal-box for the purpose of cancelling the back lock, and where it is necessary to cancel the back lock—

(a) the Signaller at the rear station must before sending the *Cancel Back Lock* signal (4-1-4)—

- (i) ensure that the signal lever is right over in the "Off" position;
- (ii) test the left hand rod connected with the instrument, to make sure it is properly locked, raising it up if necessary (*it is not possible to cancel if the lock has partially dropped*); and
- (iii) send the *Cancel Back Lock* signal to the station in advance (*the cancelling can only be done by both the Signallers in advance and rear signal-boxes working together*);

(b) when the Signaller in advance receives the *Cancel Back Lock* signal he must, after first satisfying himself that it is safe to do so—

- (i) acknowledge the signal; and

Rule 307

- (ii) press button "A" for that line, and hold it in (*this will give one stroke on the bell at the rear signal-box*);
- (c) on hearing one stroke on the bell the Signaller at the rear signal-box must—
 - (i) break the seal; and
 - (ii) press button "B" for that line (*this will release the back lock and the signal lever can be replaced in the front locked position*); and
- (d) if required, in cases of extreme emergency (owing to failure of the back lock cancelling buttons), a Maintainer, or a Signaller in the presence of some other employee who has passed the appropriate safeworking examination, may raise the tappet, but, before doing so, the persons concerned must satisfy themselves that it is safe to do so, and after raising the tappet—
 - (i) they must draw up a report in duplicate;
 - (ii) each must sign it; and
 - (iii) they must send one copy to the Chief Traffic Manager and one copy to the Signal and Telecommunications Engineer,and if further failures of the back lock cancelling buttons occur, employees must treat each one separately and must not again lift the tappet except as provided by this sub-rule.
- (7) In the event of the indicator at any time showing "Free" when it should show "Locked" the Signaller must raise the rod connected with the signal lever; and, if the rod fails to hold the in-

Rules 307, 308, 309 and 310

indicator in the "Locked" position, he must treat it as a failure of the apparatus and deal with it in accordance with rule 298 of these rules and must—

- (a) prepare a fault form;
- (b) send a telegram at once, in accordance with the provisions of sub-rule (5) of rule 100 of these rules; and
- (c) make an entry of the occurrence in the train register book.

(8) The point lock releasing lever is fixed at the back of the instrument, and is marked, "Point Lock Cancelling" and in the event of a train failing to actuate the rail contact operating the point shelf lock switch, or, if from any cause the train fails to reach the rail contact, the Signaller may release the shelf lock switch by breaking the seal at the back of the instrument and lifting the small lever.

Testing
controlled
signals.

308. A Signaller coming on duty must test the signal which controls the entrance to the section ahead, as soon as the running of trains will permit, to see whether the signal will go fully to the *Stop* position with back lock in, that is, before the train for which the signal has been cleared has actuated the rail contact; and the Signaller must make an entry in the train register book of the test.

Obstruction
Danger
Signal.

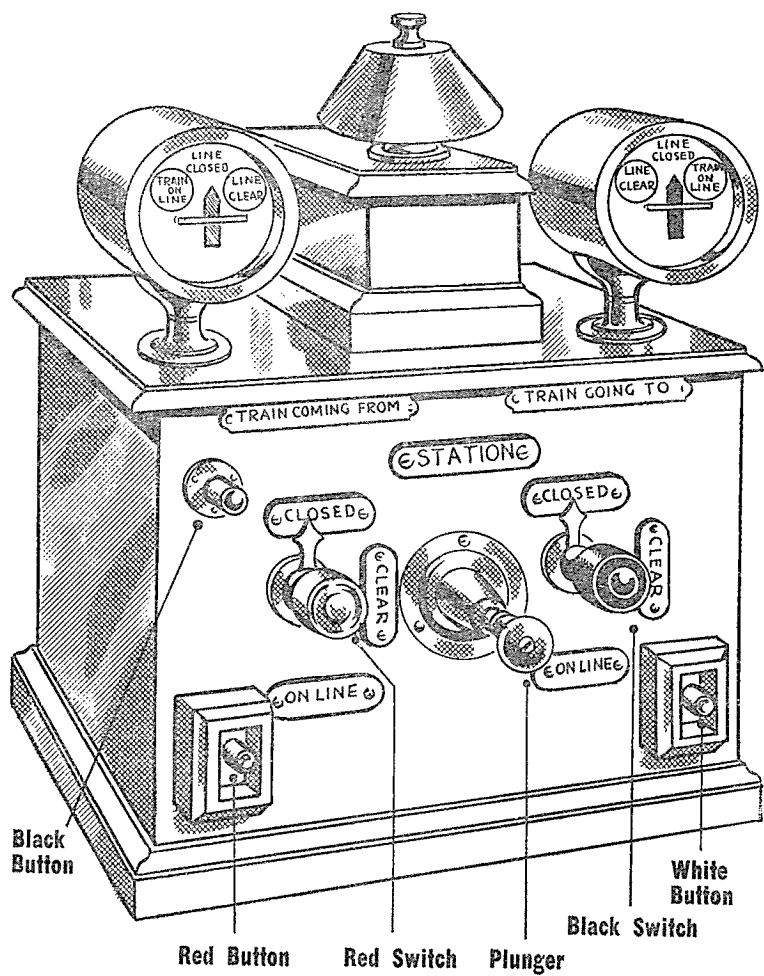
309. A Signaller forwarding the *Obstruction Danger* signal must place the block indicator for the line or lines affected to "Stop", if not already in that position, by placing the switch hook on the acceptor.

Blocking
back.

310. A Signaller forwarding the *Blocking Back* signal must place the block indicator for the line or lines affected to "Stop" by placing the switch hook on the acceptor.

(Rule 311 reserved).

(c)—Rules Applicable to Three Position Block Instruments.



THREE POSITION BLOCK INSTRUMENT

The Block Instrument consists of two Dials, a Plunger, three Press Buttons (coloured respectively Black, Red and White), a Red Switch, a Black Switch and a Bell or Gong.

On the left hand dial is a Red needle referring to trains coming towards the signal-box. It has three positions, viz: "Line Closed", "Line Clear" and "Train on Line".

On the right hand dial is a Black needle referring to trains going from the signal-box. It has three positions viz: "Line Closed", "Line Clear" and "Train on Line".

The normal position of needles is at "Line Closed".

The plunger is used for giving signals to the distant signal-box. Each time the plunger is pressed the bell or gong at the distant signal-box will give one beat.

The Black press button is used in conjunction with the Red switch.

The Red and White press buttons are provided for use in case of failure of the rail contact, and for cancelling.

The switches have three positions: "Closed", "Clear", and "On Line".

The normal position of the switches is at "Closed".

All signals between the two signal-boxes are received by the bell or gong.

The "Train coming from" (Red) switch is free, and is turned to "Clear", prior to acknowledging the Is Line Clear? signal; it is then turned to "On Line" prior to acknowledging the Train Departure signal, where it is then locked and must remain in that position until the train arrives. On arrival of the train, and immediately before giving the Train Arrival signal (and after the train has auto-

Rules 312, 313 and 314

matically released the switch when passing over the rail contact), the switch must be turned to "Closed" and Black button depressed.

The "Train going to" (Black) switch is locked, and on release of the lock by the advance signal-box it is turned to "Clear" upon receipt of the Is Line Clear? acknowledgment. Upon receipt of the Train Departure acknowledgment it is turned to "On Line", where it is again locked.

The needles serve to record the signals that have last passed, and thus indicate the state of the lines as to the trains running over it. In order to move either of them from one position to another the co-operation of the Signalmen at both ends of the section is required, except when the Is Line Clear? signal has been accepted in which case the Signalman in advance can place the Black needle at the rear station, and the Red needle at his own station at "On Line".

Three Position instruments are not interconnected with the fixed signals controlling the entrance to the section ahead.

The instrument applies to both lines between each two signal-boxes.

312. When the instruments are not in use the line must be considered closed, the indicators showing "Line Closed".

Normal position of block indicators.

313. A person using an instrument or bell must—

Use of instruments and bells.

- (a) make the movements on the bell plunger slowly and distinctly, and mark the pauses between the sets of beats clearly; and
- (b) press the buttons firmly home and hold them in for sufficient time for the electric current to function properly.

314. Where a three position block instrument is in use over a section the method of signalling by persons required by these rules to do so shall

Method of signalling.

Rule 314

be as follows (for the purpose of this rule "A", "B", and "C" represent three consecutive block signal-boxes), namely —

- (a) prior to the despatch of a train from "A", the Signalman there, if—

- (i) he has received the *Train Arrival* signal for the previous train; and
- (ii) the Black needle is in its normal position (except as provided by rule 295 of these rules),

must call the attention of the signalman at "B", and, having obtained it, must give the proper *Is Line Clear?* signal;

- (b) in the event of the line being clear the Signalman at "B" must—

- (i) turn the Red switch to "Clear";
- (ii) press the Black button; and
- (iii) acknowledge the bell signal;

- (c) the Signalman at "A", on receipt of the acknowledgment of the bell signal—

- (i) must turn his Black switch to "Clear" (*which puts needles on both instruments to "Line Clear"*);
- (ii) may then, if the line is clear, exhibit the necessary signals for the train to leave "A"; and
- (iii) on the train leaving "A" must send the *Train Departure* signal to "B", and, on receipt of the proper acknowledgment from "B" of the *Train Departure* signal, must turn his Black switch to "On Line" (*the switch is then locked in this position*);

- (d) the Signalman at "B" on receipt of the *Train Departure* signal—

- (i) must acknowledge it by turning the Red switch to "On Line" (*which simultaneously locks the Red switch at "B" and places the Red needle*

Rules 314 and 315

at "B" and the Black needle at "A" to "*Train on Line*") and repeating the signal;

- (ii) if he has received the *Train Arrival* signal for the previous train, and the Black needle is in its normal position, must call the attention of "C", and, having obtained it, must give the proper *Is Line Clear?* signal to "C";
- (iii) on receiving permission from "C" for the train to approach, may exhibit the necessary signals for the train to proceed to "C"; and
- (iv) as soon as the train has actuated the rail contact at "B" (*which automatically releases the Red switch at that station*), or has been shunted clear of the main line at "B", must, if the train has arrived complete, in accordance with rule 288 of these rules, call the attention of "A", and, having obtained it, must turn his Red switch to "Closed", press the Black button, and then give the *Train Arrival* signal to "A";
- (e) the Signaller at "A", upon receipt of the *Train Arrival* signal, must—
 - (i) turn his Black switch to "Closed" (*where it is locked*); and
 - (ii) acknowledge the signal; and
- (f) where the sections are short, a Signaller receiving an *Is Line Clear?* signal must, if the section ahead is clear, send it forward where necessary to avoid delay to trains, as soon as it has been acknowledged and before the *Train Departure* signal has been received.

315. (1) At signal-boxes open during certain hours a switch is provided to enable the block instruments to be switched out when the box is closed.

Opening and closing of signal-boxes where switches are provided.

Rule 315

(2) where it is necessary for the signal-box to be switched in, the Signaller must turn the switch to "In" and send the prescribed signal to the signal-box on each side of him; and the Signaller on each side must acknowledge that signal, and—

- (a) if the sections are both clear, at the time of opening, no further action is required to complete the switching in;
- (b) if *Line Clear* has been obtained by the signal-box on either side of the switch-box and the train has not entered the section—
 - (i) the Signaller at the rear signal-box must advise the switch-box Signaller of the circumstances; and
 - (ii) the switch-box Signaller must turn his respective Red and Black switches to "Clear";
- (c) if *Line Clear* has been obtained by the signal-box on either side of the switch-box and a train is travelling on either line—
 - (i) the Signaller at the signal-box from which the train is travelling must give the switch-box the *Train Departure* signal;
 - (ii) the switch-box Signaller must, immediately, turn his Red switch to "On Line", acknowledge the *Train Departure* signal, and pass that signal on to the signal-box in advance; and
 - (iii) on receipt of acknowledgement of the *Train Departure* signal from the signal-box in advance, the switch-box Signaller must turn his Black switch to "On Line"; and
- (d) where *Line Clear* has been obtained by the signal-box on either side of the switch-box, the switch-box Signaller must—
 - (i) give the *Train Arrival* signal when the train or trains have passed the switch-box, or when the *Train Arrival* signal has been received from the signal-box in advance and not otherwise; and

Rule 315

(ii) if the train has passed over the rail contact, release the Red switch as provided in rule 316 of these rules.

(3) Where a signal-box is to be switched out, the Signaller at the switch-box must not switch his apparatus out of circuit unless—

- (a) the sections on each side are clear; and
- (b) no *Is Line Clear?* signal has been accepted in each direction.

(4) When a signal-box is being switched out the Signaller on each side of the switch-box must take particular care to depress the Black button, prior to acknowledging the switching out signal, *(so as to leave the Black switches at the switch-box free in the "Closed" position)*, and the Signaller at the switch-box must not turn his cut-out switch to "Out", until he is satisfied that both locks have fallen.

(5) A Signaller must exercise care in working the fixed signals, when switching in, to prevent their being placed to *Stop* in the face of any train that may be approaching.

(6) When a signal-box is switched out, the person doing so must leave the main line fixed signals in the *Proceed* position, but where an employee is on duty and a train stops for more than one minute at the station he must place the home signal in the *Stop* position and must replace it to *Proceed* when the train has gone well forward on its journey.

(7) A Signaller must not switch out any signal-box where any failure exists in connection with the interlocking apparatus, instruments, or bells, nor, in the event of a failure having been rectified, until the last train allowed to enter the section, after having been cautioned, has passed through.

(8) A Signaller must enter the time at which he switches a signal-box in or out, in the train register book.

Rules 315 and 316

(9) A Signaller, before turning the bell switch to "In", must communicate by telephone, where one is provided, with the signal box on each side and ascertain the description of any train signalled and what trains are running in the section; and, where the telephone works with the block instruments, he must obtain that information immediately after the *Opening Switch* signal has been acknowledged.

Releasing
appliances.

316. (1) Special buttons are provided on each instrument to release the Red switch, in the event of a failure at any time of the instrument, or rail contact, or of a train to reach the rail contact; but the releasing can only be done by both Signallermen in the advance and rear signal-boxes co-operating.

(2) Where it is necessary to release a Red switch, the Signallermen must, if possible, communicate with each other by telephone, and must adopt the following procedure, namely—

- (a) when the Signaller in advance has satisfied himself that it is safe for him to do so, he must—
 - (i) place his Red switch to "On Line" (if not already in that position); and
 - (ii) send the *Release Switch* signal (1-4-1);
- (b) the Signaller at the rear signal-box, on receipt of the *Release Switch* signal, must—
 - (i) place his Black switch to "On Line" (if not already in that position);
 - (ii) acknowledge the signal; and
 - (iii) depress his White button;
- (c) the Signaller in advance on receipt of acknowledgment, must—
 - (i) depress his Red button;
 - (ii) turn his Red switch to "Closed"; and
 - (iii) depress the Black button; and

Rules 316, 317, 318 and 319

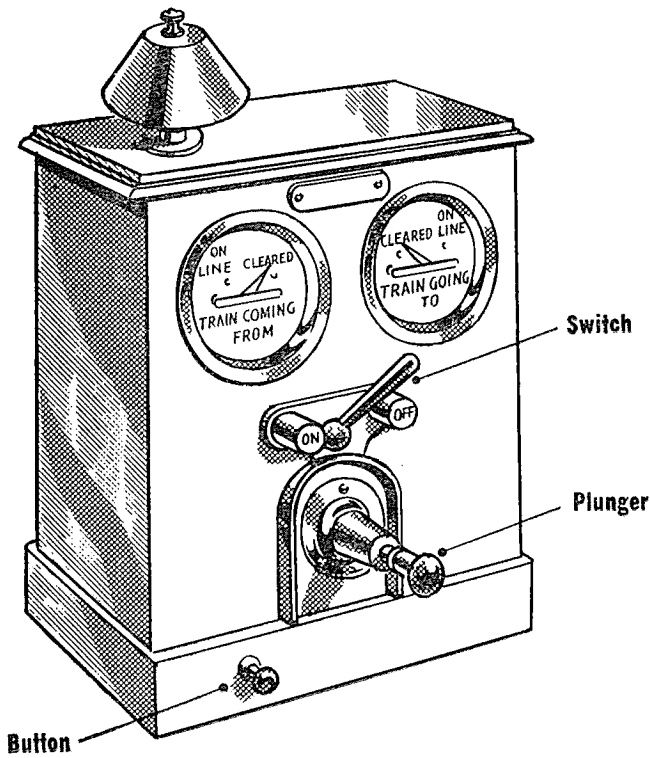
- (d) the Signaller in the rear upon seeing his Black needle defect, must turn his Black switch to "Closed" (*the instruments will then be restored to their normal position*).
- (3) A Signaller must, in every case of failure—
- prepare a fault form;
 - send a telegram, at once, in accordance with the provisions of sub-rule (5) of rule 100 of these rules; and
 - make an entry of every occurrence in the train register book.
317. (1) A Signaller coming on duty must test signals which are controlled from another signal-box, as soon as the running of the trains will permit, and the following procedure must be adopted in testing, namely—
- the Signaller in charge of the controlled signal, after releasing the lever so far as he is concerned, must give the *Testing Controlled Signals* signal to the Signaller at the signal-box in the rear;
 - the latter Signaller must—
 - acknowledge the *Testing Controlled Signals* signal; and
 - work the signal lever three times; and
 - each Signaller must make an entry in his train register book of the test.
- (2) A person must not test controlled signals after the *Is Line Clear?* signal has been received, for a train on the line to which they refer.
318. A Signaller, before forwarding the *Obstruction Danger* signal, must place his Red switch for the line or lines affected to "On Line," if not already in that position; and the Signaller receiving the signal must place his Black switch to "On Line", if not already in that position.
319. A Signaller sending or receiving the *Blocking Back* signal must place the block indicator at the end of the section for the line or lines affected at "Train on Line."
- (Rule 320 reserved.)

Testing
controlled
signals.

Obstruction
danger
signal.

Blocking
back.

*(d)—Rules Applicable to Two Position
Block Instruments.*



TWO POSITION BLOCK INSTRUMENT

Rule 321

The Block Instrument consists of two Dials, a Plunger, a Black Press Button, a Switch, and a Bell or Gong.

On the left-hand dial is a Red needle referring to trains coming towards the signal-box. It has two positions, "Cleared" and "On Line".

On the right-hand dial is a Black needle referring to trains going from the signal-box. It has two positions, "Cleared" and "On Line".

The normal position of needles is at "Cleared".

The plunger is used for giving signals to the distant signal-box. Each time the plunger is pressed the bell or gong at the distant signal-box will give one beat.

The button on the base of the instrument controls the movements of the Black needle, and must not be pressed except when it is necessary to place the needle to "On Line" or to restore it to its normal position in accordance with these rules.

The switch has two positions, marked respectively "Off" and "On". The normal position of the switch is at "Off". It is placed at "On" prior to acknowledging Train Departure, and prior to sending the Obstruction Danger and Blocking Back signals and is placed to "Off" prior to giving the Train Arrival or Obstruction Removed signal.

All signals between two signal-boxes are received by the bell or gong.

The needles serve to indicate the state of the line as to trains running over it.

Two Position Instruments are not interconnected with the fixed signals controlling the entrance to the section ahead.

The instrument applies to both lines between each two signal-boxes.

321. When the Block Instruments are not in use, the line must be considered closed, the indicators showing "Cleared", meaning that the Train Arrival signal for the preceding train has been given and duly acknowledged.

Normal position of block indicators.

Rules 322 and 323

Use of
instrument
and bells.

322. A person using a bell plunger must—

- (a) make the movements on the bell plunger slowly and distinctly, and mark the pauses between the sets of beats clearly; and
- (b) press the Black button firmly home and hold it in at the same time as the bell plunger is pressed.

Method of
signalling.

323. Where a two position block instrument is in use over a section, the method of signalling by persons required to do so by these rules shall be as follows (for the purpose of this rule "A", "B" and "C" represent three consecutive block signal-boxes), namely—

- (a) prior to the despatch of a train from "A" the Signaller there, if—
 - (i) he has received the *Train Arrival* signal for the previous train; and
 - (ii) the Black needle is in its normal position (except as provided by rule 295 of these rules),
must call the attention of the Signaller at "B". and, having obtained it, must give the proper *Is Line Clear?* signal;
- (b) in the event of the line being clear the Signaller at "B" must acknowledge the *Is Line Clear?* signal;
- (c) the Signaller at "A" on receipt of the acknowledgment of the *Is Line Clear?* signal may, if the line is clear, exhibit the necessary signals for the train to leave "A";
- (d) on the train leaving "A" the Signaller at "A" must send the *Train Departure* signal to "B";
- (e) the Signaller at "B" must acknowledge the *Train Departure* signal, by turning the switch to "On" and repeating the bell signal;

Rule 323

- (f) the Signalman at "A", on receipt of acknowledgment of the *Train Departure* signal, must press the Black button and the plunger to place the Red needle at "B" and the Black needle at "A" to "On Line";
- (g) the Signalman at "B", if he has received the *Train Arrival* signal for the previous train, and the Black needle is in its normal position—
 - (i) must then call the attention of "C", and, having obtained it, must give the proper *Is Line Clear?* signal to "C";
 - (ii) on receiving permission from "C" for the train to approach, may exhibit the necessary signals for the train to proceed to "C"; and
 - (iii) as soon as the train has passed "B", or been shunted clear of the main line at "B", must, if the train has arrived complete, in accordance with rule 288 of these rules, call the attention of "A", and having obtained it, place his switch to "Off", and then give the *Train Arrival* signal to "A";
- (h) the Signalman at "A" must acknowledge the *Train Arrival* signal and, at the same time, depress his Black button, (*which will cause his Black needle to go to "Cleared" and also place the Red needle at "B" to "Cleared"*); and
- (i) where the sections are short, a Signalman receiving the *Is Line Clear?* signal must, if the section ahead is clear, send it forward, where necessary to avoid delay to trains, as soon as it has been acknowledged and before the *Train Departure* signal has been received.

Rule 324

Opening and closing of signal-boxes where switches are provided.

324. (1) At signal-boxes open during certain hours, a switch is provided to enable the block instruments to be switched out when the box is closed.

(2) Where it is necessary for the signal-box to be switched in, the Signaller must turn the switch to "In" and send the prescribed signal to the signal-box on each side of him; and the Signaller on each side must acknowledge that signal, and—

(a) if the sections are both clear at the time of opening, no further action is required to complete the switching in;

(b) if a train or locomotive is travelling on either line—

(i) the Signaller at the box from which the train or locomotive is travelling must give the switch-box the *Train Departure* signal; and

(ii) the Signaller at the switch-box, on receipt of the *Train Departure* signal, must immediately place his switch for that line to "On" and acknowledge; he must then pass the *Train Departure* signal on to the signal-box in advance and, when it is acknowledged, must press the Black button and the plunger to place his Black needle to "On Line".

(3) Where a signal-box is switched in and a train or locomotive is travelling on either line, the Signaller at the switch-box must give the *Train Arrival* signal, when the train or trains have passed the switch-box, or when the *Train Arrival* signal has been received from the signal-box in advance, and not otherwise.

(4) Where a signal-box is to be switched out, the Signaller at the switch-box must not switch his apparatus out of circuit unless—

(a) the sections on each side are clear; and

(b) no *Is Line Clear?* signal has been accepted in each direction.

Rules 324 and 325

(5) A Signaller must exercise care in working the fixed signals, when switching in, to prevent their being placed to *Stop* in the face of any train that may be approaching.

(6) When a signal-box is switched out, the person doing so must leave the main line fixed signals in the *Proceed* position, but where an employee is on duty and a train stops for more than one minute at the station, he must place the home signal in the *Stop* position and must replace it to *Proceed* when the train has gone well forward on its journey.

(7) A person must not switch out any signal-box where any failure exists in connection with the interlocking apparatus, instruments, or bells, nor, in the event of a failure having been rectified, until the last train allowed to enter the section after having been cautioned has passed through.

(8) A Signaller must enter the time at which he switches a signal-box in or out, in the train register book.

(9) A Signaller, before turning the bell switch to "In", must communicate by telephone, where one is provided, with the signal box on each side and ascertain the description of any train signalled and what trains are running in the section; and, where the telephone works with the block instruments, he must obtain that information immediately after the *Opening Switch* signal has been acknowledged.

325. (1) A Signaller coming on duty must test signals which are controlled from another signal-box as soon as the running of the trains will permit, and the following procedure must be adopted in testing, namely—

Testing
controlled
signals.

- (a) the Signaller in charge of the controlled signal, after releasing the lever so far as he is concerned, must give the *Testing Controlled Signals* signal to the Signaller at the signal-box in the rear;

Rules 325, 326, 327 and 328

(b) the latter Signalman must—

- (i) acknowledge the *Testing Controlled Signals* signal; and
- (ii) work the lever three times; and
- (c) each Signalman must make an entry in his train register book of the test.

(2) A person must not test controlled signals after the *Is Line Clear?* signal has been received for a train on the line to which they refer.

Obstruction
danger
signal.

326. A Signalman, before forwarding the *Obstruction Danger* signal, must place his switch to "On" if not already in that position, and the Signalman receiving the signal must press his Black button when acknowledging the signal.

Blocking
back.

327. A Signalman sending or receiving a *Blocking Back* signal must place the block indicator at the end of the section for the line or lines affected at "Train on Line".

PART XVIII—PILOTWORKING.

Pilot work-
ing to be
instituted
in certain
circum-
stances.

328. Except where instructions to the contrary are issued pilotworking must be instituted—

- (a) on double line sections when during repairs or a period of obstruction of the line, it is necessary to conduct the traffic over a single line of rails; and
- (b) on single line sections using—
 - (i) staff and ticket system when unable to obtain a proceed order; and
 - (ii) electric staff system—
 - (I) when unable to obtain a proceed order; and
 - (II) when a bank engine key is lost;

or

Rules 328 and 329

(iii) automatic signalling on single lines—

(I) when a half-pilot key is lost;
and

(II) when the pilot key is lost,
during pilot key working.

329. (1) Where it is necessary to institute pilotworking, the Station Masters at each end of the section must communicate with each other, by the most expeditious means available, and must agree as to who shall institute pilotworking.

Station
Masters to
communi-
cate with
each other.

(Note: It will generally be found most expeditious—

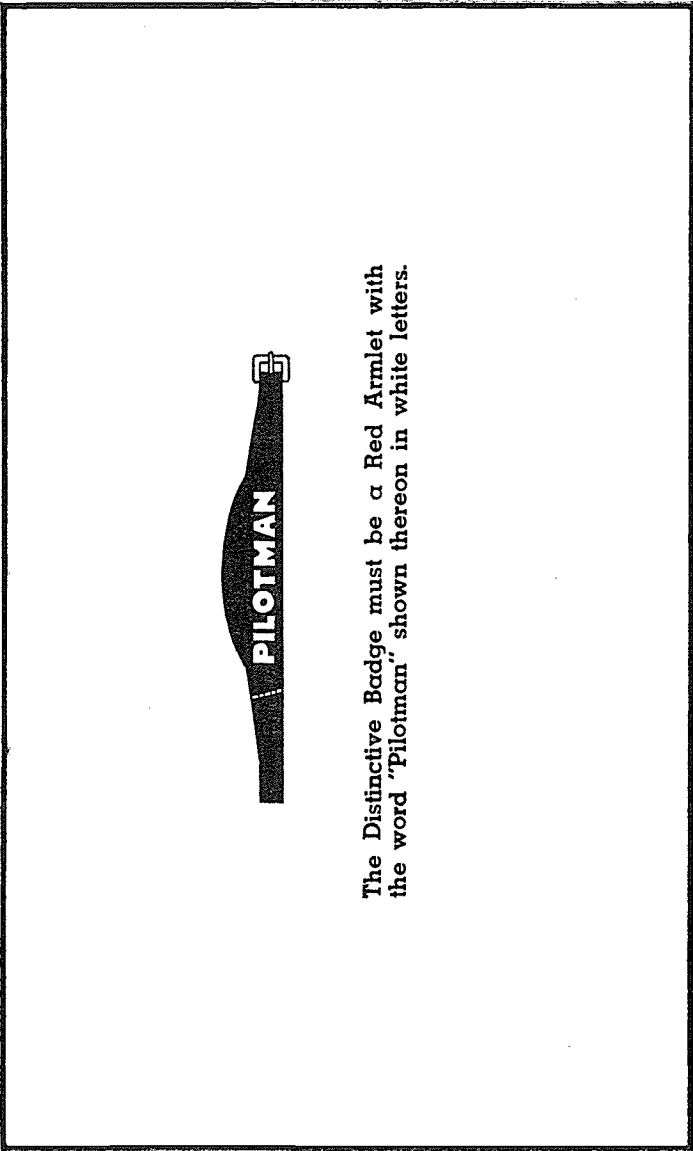
(i) on double lines for the Station Master in advance of the obstruction to undertake the arrangements, as he will have the proper running line clear on which the Pilotman with his forms can make his first journey by train if one is available. If there is a succession of trains to run on the proper running line before one is due in the opposite direction the last train of the sequence should be used to institute pilotworking;

(ii) on single lines for the Station Master at the opposite end of the section to which the train is waiting to institute pilotworking).

(2) A Station Master instituting pilotworking must appoint a competent person to act as Pilotman.

(3) A Pilotman must wear about his left arm, above the elbow, a distinctive badge, consisting of a red armlet with the word "Pilotman" in white letters upon it.

Rule 329



Rule 329

(4) In the event of a badge being unavailable, the Pilotman must wear a red flag about his left arm, above the elbow, until a regulation badge can be obtained.

(5) The Station Master of the station where the pilotworking was instituted, and no other person, may cancel the pilotworking or arrange the relief of a Pilotman.

(6) In the event of a station at the end of a block section being unattended when it is desired to institute pilotworking a competent person must be appointed to take charge of it, before pilotworking is instituted; and on single lines only, where a competent person is not available and it is necessary to employ the services of some other employee, the person who deposes that employee to take up those duties must—

- (a) personally satisfy himself that the employee placed in charge of the station thoroughly understands the provisions of these rules appertaining to pilotworking; and
- (b) instruct him that, under no circumstances, must a train leave the station, unless the Pilotman is present; and that he must not interfere with the points and signals, as that duty must be carried out by the Guard of any train arriving at the station.

(7) Where pilotworking is being instituted—

- (a) the Station Master who is instituting it must prepare and sign a sufficient number of pilotworking forms (*See form SW 26*) for delivery to every employee concerned; and each form must be signed by the Pilotman;

Rule 329

- (b) the Station Master must—
 - (i) retain one form;
 - (ii) hand one form, signed by himself, to the Pilotman;
 - (iii) in the presence of the Pilotman, hand one form to the Signaller; and
 - (iv) hand the balance of the forms to the Pilotman;
- (c) the Signaller must sign the form held by the Pilotman;
- (d) the Pilotman must—
 - (i) proceed as quickly as possible to the other end of the section using the best means at his disposal, but, except as provided by paragraph (i) of this sub-rule, must not use a train or any railway vehicle other than a trolley or tricycle; and
 - (ii) deliver one form each to the Station Master and the Signaller at any intermediate station or signal-box which may be open and at the station at the other end of the section;
- (e) every employee who receives a pilotworking form must sign the form held by the Pilotman;
- (f) on a double line section, the Pilotman must, when proceeding through the section to deliver the pilotworking forms, orally inform Crossing Keepers, Permanent Way Gangers and other persons at work on the line—
 - (i) that single line working is about to be commenced; and
 - (ii) which line is to be used;

Rule 329

- (g) where a Station Master, himself, acts as Pilotman, he must address and give a copy of the pilotworking form to the person he leaves in charge of his station;
- (h) in the event of an intermediate signal-box or station being opened on double lines after pilotworking has commenced, the Pilotman must, as soon as practicable, advise the person in charge of that signal-box or station that single line working is in operation, and obtain his signature on the form in the prescribed manner, and supply him with a copy of the pilotworking form, as provided by subparagraph (ii) of paragraph (d) of this sub-rule; and
- (i) the Pilotman may use a train to convey the forms to the other end of the section in any of the following circumstances, namely—
 - (i) on double lines, where the train is able to proceed to the other end of the section, along the proper running line;
 - (ii) on an electric staff block section, where there is a staff out of the instrument and the Pilotman has possession of it, or where a staff can be withdrawn from the instrument, at the end of the section where the Pilotman is appointed;
 - (iii) on a single line automatic signal section, where the signal controlling the entrance to the section, at the end where the Pilotman is appointed, is in working order and displays a *Proceed* indication; or
 - (iv) where a train is sent forward on a proceed order.

Rule 329

(8) Where it is necessary to institute pilotworking and all means of communication have failed between the stations at each end of the section,—

- (a) the Station Master at each end of the section must arrange for pilotworking;
- (b) the Pilotman from each end must proceed *along the railway*, so as to meet;
- (c) on meeting, the Pilotmen must go together to the station at which a train is waiting or expected;
- (d) the Pilotman who returns to the station from which he started must obtain the form which had been handed to the Signaller there and return it, together with the other forms in his possession, to the Station Master who prepared them; and the latter must at once cancel them, by writing the word "Cancelled" across them; and
- (e) the other Pilotman must then deliver his forms, as provided by sub-rule (7) of this rule, and act as Pilotman.

(9) On single line automatic signalling sections, where it is necessary to institute pilotworking—

- (a) when a Pilotman has been appointed and the forms have been prepared; and, where there is a half-pilot key in the departure signal, at the end of the section where pilotworking is instituted, the Pilotman must remove the half-pilot key from the pilot key box and retain it until normal working is to be resumed; but if this departure signal is in working order and displaying the *Proceed* indication, permitting a train to be used to institute pilotworking, the Pilotman must not remove the half-pilot key, until the train has passed

Rule 329

the signal in the regular manner and the signal has been placed to *Stop* by the train;

- (b) where it is not possible or permissible for a train or locomotive to be used by the Pilotman to travel to the opposite end of the section, he must proceed *along the line*, using a trolley or tricycle if available; and the person who makes out the forms must arrange—
 - (i) for the Pilotman to examine and test the point mechanism at every siding in the section; and
 - (ii) in the event of the selector telephone communication being in order, to report the results of any test to the Train Controller;
- (c) on arrival at the other end of the section, the Pilotman must, before delivering the pilotworking forms, if there is a half-pilot key in the box for the departure signal controlling the entrance to the section being worked by Pilotman, remove the half-pilot key and retain it in his possession, until normal working is to be resumed;
- (d) where pilotworking has been instituted because the pilot key or a half-pilot key has been lost, and that pilot key or half-pilot key is subsequently found, it must be handed to the Pilotman, who must retain it, in his possession, until pilotworking is cancelled or, if the pilot key or half-pilot key cannot be handed to the Pilotman, it must be delivered to the nearest Station Master, who must advise the District Traffic Superintendent and dispose of the key according to instructions received from that officer; and

Rules 329 and 330

- (e) a person, other than the Pilotman, must not restore a half-pilot key to its box; and the Pilotman must not do so unless pilotworking has been, or is in the process of being cancelled.

Working of
trains under
pilotwork-
ing.

330. (1) Except as provided by paragraph (i) of sub-rule (7) of rule 329 of these rules, a Signaller must not permit a train to enter a section over which pilotworking is being instituted, until the Pilotman's copy of the form has been signed by the Signaller at each end of the section and at any intermediate signal-box; and when all necessary forms have been delivered and signed, trains may be allowed to enter the section, if the following requirements are complied with, namely—

- (a) the Pilotman must inform the Driver and Guard of every train of the circumstances and, in the case of a double line section, which line is to be used for traffic, (that is, "Up" line or "Down" line), and the points between which single line working is in operation;
- (b) before a Driver enters a section that is being worked by Pilotman, he must examine the pilotworking form held by the Pilotman, and check the details on the form as to the points between which pilotworking is in operation and, in the case of a double line section, which line is to be used for traffic;
- (c) a Signaller must not, on any account, permit any train to enter the section that is being worked by Pilotman, except under the Pilotman's instructions *and in his presence*;
- (d) the Pilotman must obtain the permission of the Signaller before allowing a train to enter the section; and the Pilotman must, personally, start each train;

Rule 330

- (e) except as provided by paragraph (g) of this sub-rule, the Pilotman must accompany each train over the section on which pilotworking is in operation;
- (f) where a train is assisted by a locomotive in the front or in the rear, the Pilotman must show the Driver of the leading locomotive the pilotworking form and advise him of all the circumstances, and must himself, if accompanying the train, ride on the rearmost locomotive;
- (g) where it is necessary to start two or more trains from one end of the section under his control, before a train has to be started from the other end, the Pilotman must—
 - (i) furnish the Driver of each train not accompanied by himself with a pilotman's caution ticket (*See form SW 30*), properly completed and signed;
 - (ii) personally start those trains; and
 - (iii) himself accompany the last train;
- (h) a pilotman's caution ticket is applicable to a single journey to the other end of a section only; and, where there is more than one locomotive on a train that the Pilotman is required to furnish with a pilotman's caution ticket, he must show the ticket to the Driver of the leading locomotive and hand it to the Driver of the rearmost locomotive who must carry it;
- (i) upon the arrival at the other end of the section of a train carrying a pilotman's caution ticket, the Driver carrying the ticket must immediately give it up to the Signaller who must write the word

Rule 330

"Cancelled" across the face of it and who must forward every cancelled ticket to the District Traffic Superintendent, after ordinary working has been resumed;

- (j) in the event of communication failing between the stations at each end of a pilot section, a Signaller must not permit any train to follow another within the ordinary running time of the section, unless he can satisfy himself that the section is clear; and in that case the Signaller must communicate with the Pilotman and advise him of that fact, and the Pilotman must instruct the Driver to proceed cautiously;
- (k) the Signaller must keep the signal controlling the entrance to the section over which pilotworking is in force at *Stop*; and a Driver must not pass that signal in the *Stop* position, except when instructed to do so by the Pilotman, who must obtain the permission of the Signaller before so doing;
- (l) the Signallers must cancel the existing block telegraph system and must control the movement of trains by the telephone block system;
- (m) the Pilotman must satisfy himself that the Driver is aware of the position of catch points;
- (n) the Pilotman must show himself to the Signaller at every signal-box that he passes; and
- (o) where, under pilotworking, a train is authorised to pass a Departure signal in the *Stop* position, that authority is applicable to the departure signal, only; and

Rule 330

where an intermediate signal is at *Stop*, it may be passed only in accordance with rule 79 of these rules.

(2) On an electric staff section—

- (a) in the event of there being a staff out of the instrument, or where one can be withdrawn at the end of the section at which pilotworking is being instituted, the Pilotman must—
 - (i) take possession of that staff and retain it in his possession, until the staff apparatus is again repaired and ready for use;
 - (ii) show the staff to the Signaller at the other end of the section, when the pilotworking form is being delivered; and
 - (iii) show the staff to the Driver of every train passing over the section, during the time pilotworking is in operation; and
- (b) where a staff can be withdrawn from the instrument at the end of the section opposite to that from which pilotworking is being instituted,—
 - (i) the Signaller must withdraw the staff and hold it in safe custody (under lock and key if possible), until the arrival of the Pilotman to whom he must deliver it;
 - (ii) the Signaller must not sign the Pilotman's form, until the Pilotman is in possession of the staff; and

Rule 330

- (iii) the Pilotman must retain the staff, during the time pilotworking is in operation, and show it to the Driver of every train passing over the section, also to the Signaller at the opposite end of the section.

(3) Where pilotworking is instituted—

- (a) a person must not work a staff locked intermediate siding, unless the train is accompanied by the Pilotman, and, except as provided in paragraph (b) of this sub-rule, by the Maintainer who must open the lock at the siding with his master key at the direction of the Pilotman; and after shunting has been completed, the Maintainer and the Pilotman must ensure that the points are properly set and secured for the running line; and
- (b) at stations at which an Annetts key is provided for gaining access to intermediate sidings and the key is available—
 - (i) the Maintainer need not accompany the train; and
 - (ii) the intermediate siding may be worked by trains accompanied by the Pilotman or by trains travelling on a pilotman's caution ticket; but in both cases the Driver must have the Annetts key in his possession.

(4) Where pilotworking is in force on double lines of railway—

- (a) the Signaller at each end of the section must advise the station next in rear of the circumstances;

Rules 330 and 331

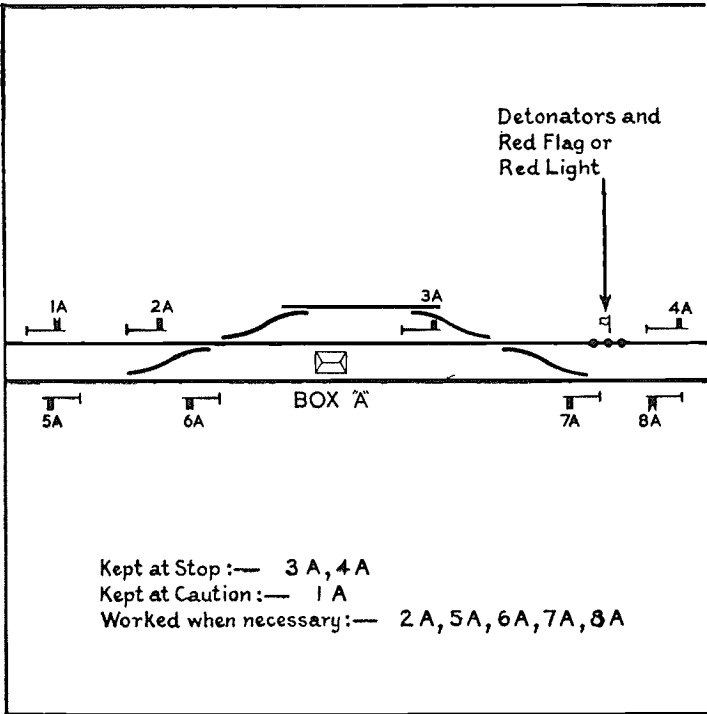
- (b) if, on account of stations switching in or out, the station next in rear of the pilotworking section is changed, the Signalman at that end of the pilotworking section must advise the new station next in rear of the circumstances; and
- (c) a Signalman receiving the advice referred to in paragraphs (a) and (b) of this sub-rule must stop every train proceeding towards the section and inform the Driver, in writing (*See form SW 31*), that pilotworking is in force, and of the stations between which it is in operation.

331. Where pilotworking is instituted on double lines and traffic is being worked over a single line—

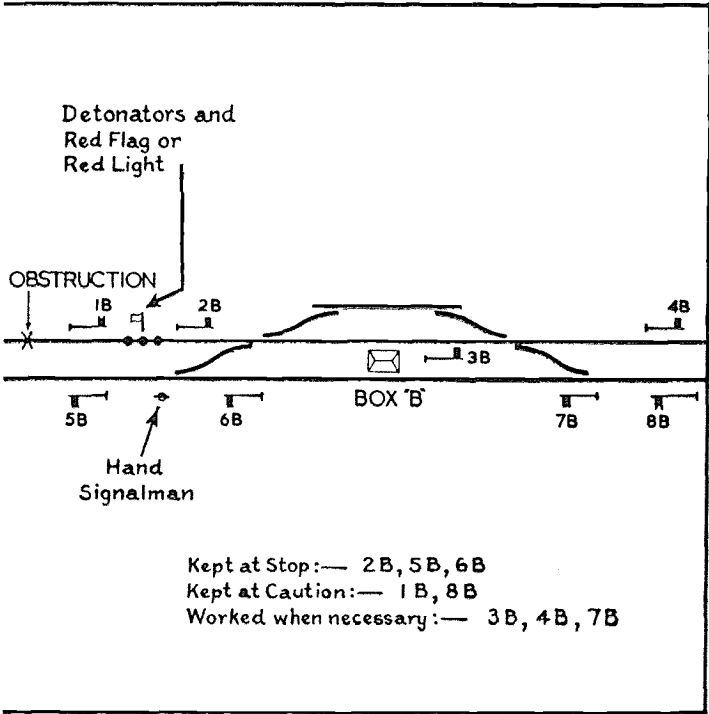
Pilotworking over single line on double line sections.

- (a) the single line working must be confined to points at which there are fixed signals, with a cross-over road, and at all times to the shortest length possible;
- (b) the Station Master at each end of the section must ensure that—
 - (i) three detonators are placed at the ends of the line obstructed, a short distance from the point where single line working commences; and
 - (ii) a Red flag, by day, and a Red light, by night or in foggy weather, is placed on the blocked line near the detonators (*the detonators must be placed on each side of the obstruction as shown in the diagram following*);

Rule 331



Rule 331



Rule 331

- (c) a Hand Signalman must be placed outside the distant signal applicable to the line upon which single line working is in operation, and he must place three detonators on the rails for each approaching train; but where the station is approached on a rising gradient, or where the cross-over in advance of the starting signal is used as the junction of the single and double line, a Hand Signalman need not be placed at the distant signal;
- (d) a Signalman must work the fixed signals at any intermediate signal-box, where block telegraph working is in force for trains passing over the single line in both directions; and where the electric lock and block system is in force, the Signalman at intermediate signal-boxes must, where the fixed signals cannot be worked, hand-signal the Driver past those signals, when the line is clear for the train to proceed;
- (e) in automatic signalling territory—
 - (i) the Pilotman may authorise a train running in the right direction, to enter upon the single line as soon as the track indicator shows the track section immediately ahead to be clear;
 - (ii) the intermediate signals apply to trains travelling in the proper direction, only; and
 - (iii) automatic signals do not apply to trains travelling over the single line, in the wrong direction;
- (f) a Driver when working a train over the single line, must—
 - (i) run it cautiously and at reduced speed;
 - (ii) make frequent use of the whistle; and

Rule 331

- (iii) when passing through a tunnel, or between sunset and sunrise or in foggy weather, carry a red headlight;
- (g) the Station Master or other person instituting the pilotworking must ensure that—
 - (i) all points which become facing points to trains running over the single line are either held by a competent man appointed to the duty or so secured as to enable the trains to pass safely over them; and
 - (ii) every level crossing, at which warning signals or automatic crossing gates are installed, is protected by a Hand Signalman who must remain in attendance until normal working is resumed;
- (h) the Station Master at each end of the section must place a Hand Signalman, if necessary, at the crossover for the purpose of signalling the trains crossing on to the proper line; and the Hand Signalman must secure the points, and after receiving instructions from the Signalman, may exhibit a *Caution* hand signal to the Driver of the approaching train;
- (i) where there are catch points, Station Masters, Signalmen, Pilotmen, and others must take care, before single line working is put in operation over the catch points, that a man, provided with proper hand signals, is placed at them, with special orders to remain there and to hold them properly closed or see that they are firmly secured for the safe passage of each facing train, until the order for single line working has been withdrawn, and double line working is resumed;

Rules 331 and 332

- (j) where a train is approaching catch points in the facing direction, the man at the points must, when they are right for the train to pass over them, give the Driver a *Clear* hand signal; and a Driver must not, whilst working single line as above, pass any catch points in the facing direction, until he has assured himself that they are in the proper position for his train to run over and until he has received a signal to do so from the man at the points; and
- (k) on double lines worked under the block telegraph system, the Signaller at each end of the single line section must accept trains in accordance with rule 286 of these rules.

Pilotwork-
ing on
double line
automatic
signalling
sections.

332. On double line automatic signal sections, in order to facilitate the movement of trains in the direction to which the automatic signals do not apply, the method of operation set out in the following paragraphs may be introduced when authorised by the District Traffic Superintendent, namely—

- (a) the person authorised to introduce the method of operation must—
 - (i) appoint an employee qualified in safeworking at an intermediate signal at which there is a telephone, to act as Hand Signaller for trains moving in the direction to which the intermediate signals do not apply;
 - (ii) provide the Hand Signaller with a pilotworking form, in the normal manner, and with a train register book;
 - (iii) instruct the Hand Signaller in his duties;

Rule 332

- (iv) equip the Hand Signalman with a hand lamp in proper working order, Red and Green flags, and at least 36 detonators;
 - (v) place the Hand Signalman in such a position that the Drivers of trains moving in the direction to which the intermediate signals do not apply can see the Hand Signalman, at a distance of at least 400 yards from the place where he is stationed;
 - (vi) not appoint more than one Hand Signalman in a section that is being worked by a Pilotman;
 - (vii) not appoint a Hand Signalman at an intermediate place, unless telephone communication is available;
 - (viii) ensure that telephone block is maintained between the Hand Signalman and both the station in the rear and the station in advance, and that trains are not permitted to enter either portion of the divided section, until *line clear* has been obtained;
 - (ix) advise the Pilotman of the existence and location of the Hand Signalman; and
 - (x) note the existence and location of the Hand Signalman on the pilot-working forms;
- (b) the Hand Signalman must—
- (i) remain in constant attendance at the telephone, (in order to give *line clear* and *train arrival* to the rear station and receive *line clear* and *train arrival* from the advance station);
 - (ii) where necessary, request the Train Controller to ring the advance or rear station, for his convenience;

Rules 332 and 333

- (iii) after giving *line clear* to the rear station, place, and keep, two detonators fixed ten yards apart, on one rail of the line for which he is signalling and exhibit a *Stop* hand signal to the Driver of any approaching train;
 - (iv) when he has received *line clear* from the advance station, remove the detonators from the line and exhibit a *Clear* hand signal to the Driver of the train;
 - (v) if, on arrival at the intermediate place, he finds that the telephone is out of order, return to the station from which he was appointed and report the circumstances;
 - (vi) keep a record of train movements, in the direction in which he is exercising control in the train register book; and
 - (vii) cease to function as such, when his pilotworking form is collected on cancellation of pilotworking; and
- (c) the Pilotman must warn the Drivers of trains concerned not to pass the location of the Hand Signaller, until they receive a hand signal to do so.

Relief of
pilotmen.

333. (1) Where it is necessary to relieve a Pilotman—

- (a) the Station Master at the station where pilotworking was originally instituted, must prepare—
 - (i) fresh pilotworking forms on which the name of the relieving Pilotman must be inserted; and
 - (ii) an equivalent number of relief of Pilotman orders (*See form SW 27*);

Rules 333 and 334

(b) the relief Pilotman must—

- (i) deliver one of the new forms, together with a relief of pilotman order, to each person in possession of a pilotworking form;
- (ii) obtain the necessary signatures on the form held by him;
- (iii) at the same time, withdraw the superseded pilotworking forms; and
- (iv) afterwards, deliver the superseded pilotworking forms to the Station Master at the station where pilotworking was originally instituted; and

(c) the Station Master at the station where pilotworking was originally instituted must cancel the superseded pilotworking forms, by writing across the face of each one—

“Withdrawn. Pilotman relieved.

Name..... Time..... Date.....”

(2) After one Pilotman has been relieved by another, the Pilotman who has been relieved must not ride upon any locomotive or in the driving compartment of a rail car, unless and until he resumes duty as Pilotman.

(3) Where the Station Master or the Signalman is changed during the time pilotworking is in operation, the person coming on duty must be made acquainted by the person going off duty, with the arrangements in force and with the identity of the employee acting as Pilotman; and must, before taking charge of the station or signal-box, countersign the form held by the Pilotman.

334. (1) When the conditions which made the institution of pilotworking necessary have been remedied and normal working is to be resumed—

Cancellation
of pilot-
working.

- (a) the Station Master at the station at which pilotworking was instituted must make out the necessary cancellation orders (*See form SW 28*); and

Rule 334

- (b) the Pilotman must deliver a cancellation order to every person who received a pilotworking form, and must collect and cancel every pilotworking form, by writing the word "Cancelled," with the time and date, across the face of it;
- (c) when the Signaller at the opposite end of the section to which pilotworking was instituted has received a cancellation order and his pilotworking form has been collected and cancelled, he must—
 - (i) check the Pilotman's form and see that all forms issued, including that of the Pilotman have been duly collected; and
 - (ii) advise the Signaller at the station where pilotworking was instituted by special telegram (*See form SW 29*) of the fact;

and ordinary working may thereupon be resumed.

(2) The Pilotman must return the cancelled pilotworking forms by the most expeditious means, to the station where pilotworking was instituted.

(3) On double line sections, the Pilotman, when making his last trip under single line conditions, must notify all employees concerned along the line that double line working is to be resumed.

(4) On single line sections worked under the automatic signalling system, after the withdrawal of the pilotworking form, the Pilotman must—

- (a) replace the half-pilot key at that end of the section; and
- (b) proceed to the opposite end of the section and, after withdrawing the pilotworking form, replace the half-pilot key there.

(5) On staff and ticket and electric staff sections, the Pilotman must, after withdrawing the pilotworking form at one end, take a staff to the opposite end of the section, and after withdrawing

Rules 334, 335 and 336

the pilotworking form, hand the staff to the Signaller who must, in the case of an electric staff, place it through the instrument, before a train is admitted to the section.

(6) Except where special instructions to the contrary are issued by the District Traffic Superintendent, on double line sections, the Pilotman must accompany the first train to pass over the line that was obstructed and ride on the locomotive.

(7) All forms used in connection with the pilotworking must be sent to the District Traffic Superintendent, with a full report of the circumstances.

335. For pilot key working on single line automatic signalling sections, rules 257 to 271 of these rules must be complied with.

Pilot key working on single line automatic signalling sections.

**PART XIX—TRAINS STOPPED BY FAILURE
ACCIDENT, OBSTRUCTION OR OTHER
EXCEPTIONAL CAUSE.**

Division 1.—Protection of Trains.

(a) All Safeworking Systems.

336. Except as otherwise provided by these rules, where a train is brought to a stand on a running line, other than completely within station limits, by reason of failure, accident, obstruction or other exceptional cause (which circumstance is, in this Part, called "an obstruction situation"),—

Train brought to a stand on running line.

- (a) the train must be protected in the manner set out in rule 341 of these rules; and
- (b) the Guard and Fireman must, immediately the train comes to a stand, ascertain whether any adjacent line is fouled; and must, where an adjacent line—
 - (i) is fouled, take action in accordance with rule 340 of these rules; or
 - (ii) is not fouled, proceed towards each other in accordance with rule 354 of these rules.

Rules 337, 338 and 339

Protection
of trains
with two
crew
members,
only.

337. Where the crew of a train in an obstruction situation comprises two members, only,—

- (a) both members must take the action, where appropriate, prescribed by rule 336 of these rules;
- (b) adjacent lines, if fouled, must immediately be protected, in accordance with rule 340 of these rules; and
- (c) both members must, after protecting adjacent lines (if fouled), protect their train as prescribed by these rules, protecting it—
 - (i) firstly, in the direction from which other traffic may be expected; and
 - (ii) secondly, by giving it such further protection as is prescribed.

Fire
Occurring
beside line.

338. In the event of a fire occurring beside the line and an obstruction situation being occasioned by reason of a train being brought to a stand, in order to subdue the fire, the crew must, before commencing fire fighting operations, protect the train and any adjacent lines to which the fire may constitute a hazard, as provided by rule 341 of these rules; except that, in that event, the *Stop* hand signal must be placed between the rails, at a position 100 yards nearer to the train or obstruction than the furthestmost detonator, placed in accordance with that rule.

(The hand signal is placed between the rails so that the person whose duty it is to exhibit it will be free to assist in fighting the fire.)

Obstruction
situation
within
station
limits.

339. In the event of an obstruction situation occurring after a train has passed completely within station limits—

- (a) the Guard or Fireman nearest to the signal-box must immediately inform the Signaller of that circumstance;
- (b) the Signaller must at once place all necessary fixed signals to *Stop*, to protect all lines that are obstructed; and

Rules 339 and 340

- (c) where another train is approaching on the obstructed line or lines, the Guard or Fireman must, before advising the Signaller, go towards that train exhibiting a *Stop* hand signal and placing detonators, in accordance with rule 341 of these rules.

340. (1) Where there are adjacent lines, the Guard or Guards and Fireman must, in every case of an obstruction situation, at once ascertain whether any other lines are fouled and, if so, must immediately protect those lines, in the direction from which traffic may approach, the Fireman protecting to the front, and the Guard to the rear, of the train.

Protection of adjacent lines.

(2) Where a line is fouled at a place that traffic may approach from the opposite direction to that in which the train was proceeding and the locomotive of the train can be run forward, in addition to the Guard protecting the rear of the train, as prescribed in rule 341 of these rules, the locomotive must immediately be uncoupled and be run forward to a place not less than 1,200 yards from the scene of the obstruction; and the Fireman must remain at that place, with hand signals and detonators, to stop traffic approaching on the adjacent line or lines; but *where there is any difficulty in detaching the locomotive or where the lines diverge, the Fireman must go forward immediately to protect the adjacent lines, in accordance with rule 341 of these rules.*

(3) In the event of a train approaching, before the detonators are laid down as prescribed by rule 341 of these rules, the Fireman must immediately place three detonators ten yards apart on the obstructed line or lines, as far as possible from the obstruction, and exhibit a *Stop* hand signal.

(4) After taking the Fireman forward, as provided in sub-rule (2) of this rule, the Driver of the locomotive must proceed to the signal-box in advance and advise the Signaller of the obstruction and arrange protection of the obstructed lines in accordance with rule 341 of these rules.

Rules 340 and 341

(5) When the locomotive is proceeding to the signal-box in advance, as required by sub-rule (4) of this rule, the Driver must—

- (a) sound the whistle;
- (b) exhibit a *Stop* hand signal; and
- (c) show a Red headlight, if after sunset or when passing through tunnels;

(in order to stop any train that may be approaching on adjacent lines).

(6) Where the obstruction situation is caused by a train or rail car on which a Fireman is not employed, the Guard must carry out the duties prescribed for the Fireman of a train.

(7) Where the obstruction situation is caused by a light engine not accompanied by a Guard, the Driver must carry out the duties prescribed by this rule, for the Guard of a train.

(8) Where the Enginemen are available to protect any trains from the opposite direction, the Guard must immediately proceed to the rear, to protect any adjacent line, and at the same time protect his own train, as required by this Division.

(9) In the event of the Driver running forward without being aware of the obstruction situation, or where the services of the locomotive crew are, for any reason, not available to assist in protecting an obstruction, the Guard must use his discretion as to which line is to be first protected; and he may make use of any competent assistance available to ensure that the protection is carried out, as quickly as possible, afterwards satisfying himself that all obstructed lines are protected in accordance with rule 341 of these rules.

Method of
carrying out
protection
of a train or
obstruction.

341. (1) Protection of a train or obstruction must be carried out by the use of hand signals and detonators.

Rule 341

(2) Except as otherwise by these rules provided, detonators must be placed on one rail of the line or lines obstructed, in the following places, namely—

- 1 detonator at 400 yards from the train or obstruction,
- 1 detonator at 800 yards from the train or obstruction,
- 3 detonators 10 yards apart not less than 1,200 yards from the train or obstruction;

and a *Stop* hand signal must be exhibited continuously, not less than 1,200 yards from the train or obstruction.

(3) The person carrying out the protection of the train or obstruction must exhibit a *Stop* hand signal during the whole of the time he is proceeding to place the detonators on the line.

(4) In the event of a train approaching on an obstructed line before detonators have been laid down, as prescribed by this rule, three detonators must immediately be placed on the line affected, as far as possible from the obstruction; and a *Stop* hand signal must be exhibited.

(5) Where the person carrying out the protection of a train or obstruction arrives at a signal-box, within, at or about 1,200 yards of the train or obstruction, he must—

- (a) place three detonators ten yards apart on the obstructed line or lines, in such a position that any train entering the obstructed section must pass over the detonators;
- (b) inform the Signaller of the circumstances, and instruct him to place or maintain his fixed signals in the *Stop* position, to protect the obstructed line or lines, and to advise the Signaller at the other end of the section of the circumstances; and

Rule 341

- (c) if not required to accompany a relief locomotive, then return to his train to take such other steps as are necessary to deal with the obstruction;
- and in the event of the detonators being exploded, the Signaller must replace and maintain them in position, until he receives advice that the obstruction has been removed.
- (6) Where a Signaller receives information that an obstruction exists, he must immediately advise the Signaller at the opposite end of the section; and both Signallers must—
- (a) maintain the necessary fixed signals at *Stop*, to protect the obstructed line or lines; and
 - (b) at once place three detonators, ten yards apart, in such a position that any train entering upon the obstructed line or lines must pass over them; and must maintain detonators on the line, until the obstruction is removed.
- (7) Where the distance of not less than 1,200 yards prescribed by this rule falls within a tunnel, close to the mouth of a tunnel nearer the obstruction, or in any other position where, owing to the formation of the line or other circumstances, the Driver of an approaching train would be unable to obtain a good and distant view of the *Stop* hand signal, the signal must be exhibited and the detonators placed on the line at the end of the tunnel farther from the obstruction, or at such a distance, over and above the prescribed distance of 1,200 yards, as will ensure that the Driver is able to obtain a good and distant view of that signal.
- (8) Before entering any tunnel, the person carrying out the protection arrangements must place three detonators on the line, ten yards apart, at the end of the tunnel nearer the obstruction.
- (9) When a train that has been protected is again ready to go forward, the Guard must be recalled by the Driver sounding the "Recall" code

Rules 341 and 342

whistle, or by other means; and where the Guard is recalled, either before or after reaching the prescribed distance of 1,200 yards, he must leave on the rail at the point from which he is recalled three detonators ten yards apart, and return to his train, taking up any other detonators on the way.

(10) Where a second train comes up before an obstruction is removed—

- (a) the Guard of the second train must protect his train in accordance with these rules; and
- (b) the Guard of the first train, having assured himself that the Guard of the second train has gone back with the necessary signals for the protection of his train, may then rejoin his own train;

and where any other trains come up, the same procedure must be carried out, the Guard of the last train providing the protection of the whole.

(11) The Guard and Fireman are responsible for carrying out the protection of a train; but, where there are other Guards with the train, the Guard in charge of the train must immediately allot the duties set out in these rules, so that complete protection of the line on which the train is standing, and any other line that may require it, is carried out in the shortest possible time.

(12) The Signaller must stop the first train to enter the section after an obstruction has been removed and advise the Driver of the circumstance.

342. (1) Where a train or portion of a train, is left upon the line in an obstruction situation, due to the inability of the locomotive to take the whole forward,—

Train or
portion of
a train left
upon line.

- (a) if after sunset or in foggy weather, before the front portion is drawn forward, a light must be placed on the front of the

Rule 342

leading vehicle of the rear portion, by the person who divides the train, as follows—

On double lines—a White light,

On single lines—a Red light;

- (b) as soon as the front portion has been drawn forward sufficiently far, either by day or by night, the Fireman or the Assistant Guard (as the case may be) must place two detonators ten yards apart, upon the line at or about 100 yards from the front vehicle of the rear portion, to notify the Driver, when returning, of the position of the remainder of his train; and the front portion of the train, when being drawn away, must be stopped, as required, for the person placing the detonators to rejoin it; and
- (c) where, due to derailment or other cause, the rear portion of the train will not immediately be cleared from the section by the train locomotive returning for it—
 - (i) that portion must be regarded as an obstruction and protected in the front and rear as prescribed by sub-rules (2) and (6) of rule 341 of these rules; and
 - (ii) where there is an Assistant Guard with the train he must, in that circumstance, act as Hand Signaller, at the position where the three detonators are placed at the front of the rear portion of the train; and the Fireman must ride on the last vehicle of the front portion.

(2) In the event of an obstruction occurring that will interrupt the movement of traffic through the section for a considerable period and arrangements being made to work trains from the stations on either side, up to the point of obstruction, the obstruction must be protected on both sides as described in rule 341 of these rules.

Rules 343 and 344

343. The succeeding rules of this Part must be read in conjunction with rules 336 to 342 inclusive of these rules.

Succeeding
rules
to be read
with rules
336 to 342.

(b) *Single Lines—Train Staff and Ticket Block System.*

344. (1) Except where instructions to the contrary are issued, where a train travelling on a train staff and ticket block system is brought to a stand in an obstruction situation, immediate action must be taken as follows—

Protection,
generally.

- (a) the Guard and Fireman must at once ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled those lines must be protected immediately (*See rule 340*);
- (c) except as provided in paragraph (c) of sub-rule (4) of this rule, where other lines are *not* fouled, the Guard and Fireman must immediately proceed towards each other to confer, as prescribed by rule 354 of these rules; and
- (d) except as prescribed by sub-rule (5) of this rule, after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

(2) Where a train travelling on a train staff is brought to a stand in an obstruction situation, it is not necessary (except as prescribed by sub-rule (1) of this rule, with regard to adjacent lines) to protect the train, unless—

Train
travelling
on train
staff.

- (a) the Fireman is sent with the staff to obtain assistance;
- (b) the train is divided and the locomotive takes portion to the station in advance; or
- (c) prolonged obstruction occurs and traffic is to be worked up to the point of obstruction.

Rule 344

(3) When going for assistance, the Fireman must protect his train as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Train
travelling
on ticket.

(4) Where a train travelling on a ticket is brought to a stand, in an obstruction situation,—

- (a) the train must be protected in all cases;
- (b) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect it in the opposite direction; and
- (c) in the event of the Guard being advised, or becoming aware, that communication between the staff stations at either end of the section has failed—
 - (i) he must, after ascertaining the condition of adjacent lines, immediately protect his train in the rear and, at the same time, protect such adjacent lines as may be necessary; and
 - (ii) in that circumstance, if the Driver requires a wrong-direction order to return from the station in advance for the rear portion of his train, he must send his Fireman to the Guard, at the place where he is protecting the train, to obtain that order.

(5) Before proceeding to protect the train, the Guard must apply sufficient hand brakes or sprags to prevent it moving, unless communication between the staff stations at either end of the staff section has failed (*see paragraph (c) of sub-rule (4) of this rule*), in which case the Fireman must carry out that duty.

Train
travelling
on proceed
order.

(6) Where a train travelling on a proceed order is brought to a stand, in an obstruction situation,—

- (a) the train must be protected in both directions; and

Rules 344, 345 and 346

- (b) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

(Rule 345 reserved).

(c) *Single Lines—Electric Train Staff Block System.*

346. (1) Except where instructions to the contrary are issued, when a train travelling on an electric staff is brought to a stand in an obstruction situation, immediate action must be taken as follows—

Protection,
generally.

- (a) the Guard and Fireman must at once ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled these must be protected immediately (*See rule 340*);
- (c) where other lines are *not* fouled, the Guard and Fireman must immediately proceed towards each other and confer as prescribed by rule 354 of these rules; and
- (d) after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

(2) Except as provided in sub-rule (1) of this rule it is not necessary to protect a train under this rule, unless—

- (a) the Fireman is sent with the staff to obtain assistance;
- (b) the train is divided and the locomotive takes portion of the load to the station in advance; or
- (c) prolonged obstruction occurs and traffic is to be worked to the point of obstruction.

Rules 346, 347 and 348

(3) When going for assistance, the Fireman must protect the train, as directed in rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Train
travelling
on proceed
order.

(4) Where a train travelling on a proceed order is brought to a stand in an obstruction situation,—

- (a) the train must be protected in both directions; and
- (b) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

(Rule 347 reserved).

(d) Single Lines—Automatic Signalling.

Protection,
generally.

348. (1) Where a train travelling on a single line controlled by automatic signalling is brought to a stand, in an obstruction situation, immediate action must be taken as follows—

- (a) the Guard and Fireman must at once ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled these must be protected immediately (*see rule 340*);
- (c) where other lines are *not* fouled, the Guard and Fireman must immediately proceed towards each other to confer as prescribed by rule 354 of these rules; and
- (d) after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

(2) When going for assistance the Fireman must protect the train as directed in rule 341 of these rules in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Rules 348 and 349

(3) If the signal-box in advance of the obstruction is nearer, or could be more quickly reached, then, in order to advise the Signaller of the obstruction and to arrange for assistance—

- (a) if the locomotive is able to run forward it must be detached and the Driver must proceed to the signal-box in advance; and
- (b) if the locomotive cannot run forward the Fireman must immediately go to the signal-box in advance and advise the Signaller of the obstruction and instruct him to protect the obstructed lines in accordance with rule 341 of these rules.

(4) Except in the case of a train that has been given permission to pass an intermediate signal at *Stop*, by reason of the failure of the signal or where a Driver is waiting track section time, in accordance with sub-rule (7) of rule 79 of these rules, trains stopped at intermediate signals must be protected in accordance with rule 341 of these rules.

349. (1) In the event of a signal failure having occurred and pilot key working having been instituted, unless instructions are issued to the contrary, where the train is brought to a stand in an obstruction situation, immediate action must be taken as follows—

Pilot key working in event of signal failure, protection generally.

- (a) the Guard and Fireman must at once ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled these must be protected immediately (*see rule 340*);
- (c) where other lines are *not* fouled, the Guard and Fireman must immediately proceed towards each other, as prescribed by rule 354 of these rules; and
- (d) after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

Rules 349 and 350

Train
travelling on
pilot key.

(2) Where a train travelling on the pilot key is brought to a stand in an obstruction situation, it is not necessary (except as prescribed by sub-rule (1) of this rule, with regard to adjacent lines), to protect the train unless—

- (a) the Fireman is sent with the pilot key to obtain assistance;
- (b) the train is divided and the locomotive takes portion to the station in advance; or
- (c) prolonged obstruction occurs and traffic is to be worked up to the point of obstruction.

(3) When going for assistance, the Fireman must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Train
travelling
on pilot
key caution
ticket.

(4) Where a train travelling on a pilot key caution ticket is brought to a stand in an obstruction situation,—

- (a) after the provisions of sub-rule (1) of this rule have been complied with, the train must be protected in all cases; and
- (b) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Train
travelling
on proceed
order.

350. Where a train travelling on a proceed order is brought to a stand in an obstruction situation immediate action must be taken, as follows—

- (a) the procedure prescribed by sub-rule (1) of rule 348 of these rules must be carried out;
- (b) the train must be protected in both directions; and
- (c) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in

Rules 350 and 351

which he is proceeding; and the Guard must protect the train in the other direction.

(e) *Double Line and Automatic Block Signalling Systems.*

351. (1) Except where instructions are issued to the contrary, where a train travelling on double lines controlled by the block telegraph or automatic signalling system is brought to a stand in an obstruction situation, immediate action must be taken, as follows—

Trains to be protected when on block telegraph and automatic signalling systems.

- (a) the Guard and the Fireman must, at once, ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled, they must be protected immediately (*See rule 340*);
- (c) except as provided by sub-rule (2) of this rule, where other lines are *not* fouled, the Guard and Fireman must immediately proceed towards each other to confer, as prescribed by rule 354 of these rules; and
- (d) except as provided by sub-rule (2) of this rule, after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

(2) In the event of the Guard being advised, or becoming aware, that the block telegraph apparatus has failed—

- (a) he must, after ascertaining the condition of adjacent lines, immediately protect his own train in the rear, and at the same time protect such adjacent lines as may be necessary; and
- (b) in that circumstance, if the Driver requires a wrong direction-order to return from the station in advance, for the rear

Rule 351

portion of the train, he must send his Fireman to the Guard at the place where he is protecting the train, to obtain that order.

(3) Before proceeding to protect the train, the Guard must apply sufficient hand brakes or sprags to prevent it moving, except where communication has failed, as set out in sub-rule (2) of this rule, in which case the Fireman must carry out that duty.

(4) In order to secure the safety of the line as quickly as possible, as well as to obtain assistance and to regulate the working of traffic,—

- (a) if the signal-box in the rear is the nearer, the Guard, after protecting the train, must go to that signal-box and advise the Signaller of the obstruction; or
- (b) if the signal-box in advance of the obstruction is the nearer or can more quickly be reached, then, in order to advise the Signaller of the obstruction and to arrange for assistance—
 - (i) if the locomotive is able to run forward, it must be detached and the Driver must proceed to the signal-box in advance, having, if necessary, first obtained a wrong-direction order from the Guard in order to return in the wrong direction; and
 - (ii) if the locomotive cannot run forward, the Fireman must immediately go to the signal-box in advance and advise the Signaller of the obstruction and instruct him to protect the obstructed lines, in accordance with sub-rules (5) and (6) of rule 341 of these rules.

(5) Except in the case of a train that has been given permission to pass an intermediate signal at *Stop*, by reason of the failure of the signal or

Rules 351 and 352

where a Driver is waiting track section time, in accordance with sub-rule (7) of rule 79 of these rules, trains stopped at intermediate signals must be protected in accordance with rule 341 of these rules.

(f) Single or Double Lines—Pilot Working.

352. (1) Except where instructions are issued to the contrary, where a train travelling under pilot working is brought to a stand in an obstruction situation, immediate action must be taken as follows—

Protection,
generally.

- (a) the Guard and Fireman must at once ascertain whether any adjacent lines are fouled;
- (b) should any adjacent lines be fouled, these must be protected immediately (*See rule 340*);
- (c) where other lines are *not* fouled, the Guard and Fireman must proceed towards each other to confer, as prescribed by rule 354 of these rules; and
- (d) except as provided by paragraph (c) of sub-rule (4) of this rule, after carrying out the provisions of paragraphs (a) and (b) of this sub-rule, the Guard must apply sufficient hand brakes or sprags to prevent the train moving.

(2) Where a train accompanied by a Pilotman is brought to a stand in an obstruction situation, it is not necessary to protect the train unless—

Train
accompanied
by Pilotman.

- (a) the Pilotman leaves the train to obtain assistance;
- (b) the train is divided and the locomotive takes portion of the load forward to the station in advance; or
- (c) prolonged obstruction occurs and traffic is to be worked to the point of obstruction.

Rule 352

(3) When going for assistance, the Pilotman must protect the train in the direction in which he proceeds; and the Guard must protect the train in the opposite direction.

Train
travelling
on
pilotman's
caution
ticket.

(4) Where a train travelling on a pilotman's caution ticket is brought to a stand in an obstruction situation,—

- (a) after the provisions of sub-rule (1) of this rule have been complied with, the train must be protected in all cases;
- (b) the Fireman, when going for assistance, must protect the train, as prescribed by rule 341 of these rules, in the direction in which he proceeds; and the Guard must protect the train in the opposite direction; and
- (c) in the event of the Guard being advised, or becoming aware, that communication between the stations at either end of the section has failed—
 - (i) he must, after ascertaining the condition of any adjacent lines, immediately protect his train in the rear, and at the same time protect the adjacent lines as necessary; and
 - (ii) in that circumstance, if the Driver requires a wrong-direction order to return from the station in advance for the rear portion of his train, he must send his Fireman to the Guard at the place where he is protecting the train to obtain that order.

(5) Before proceeding to protect the train, the Guard must apply sufficient hand brakes or sprags to prevent it moving, unless communication between the stations at either end of the section has failed, (*see paragraph (c) of sub-rule (4) of this rule*), in which case the Fireman must carry out those duties.

Rules 353, 354 and 355

Division 2.—Methods to be Adopted in Obtaining Assistance and Dealing with Obstruction.

(a) *All Safeworking Systems.*

353. Where a train is stopped on the running line in an obstruction situation, it must be protected as provided by Division 1 of this Part.

Rules for protecting obstruction situation to be applied.

354. (1) Immediately a train comes to a stand in an obstruction situation,—

Guard and Fireman to confer.

- (a) the Fireman, unless he is aware that an adjacent line is fouled, must proceed along the right-hand side (in the direction of running) of the train, to the Guard, and convey to him the Driver's request for any assistance that may be required; and
- (b) the Guard, unless he is aware that adjacent lines have been fouled or that a failure in communication has occurred, must proceed along the same side of the train as the Fireman to confer on relief arrangements as necessary and issue a wrong-direction order where required.

(2) Where adjacent lines are fouled, or communications have been interrupted, the Guard and Fireman must act immediately in accordance with rules 340 and 341 of these rules.

355. (1) Where the crew of a train brought to a stand in an obstruction situation comprises two members only, the arrangements for obtaining relief or clearing the obstruction set out in the following rules must, unless otherwise directed, be carried out, namely—

Duties of train crew comprising two members only.

- (a) where the crew consists of Driver and Guard only, the Guard, in addition to any other duties prescribed for him by these rules, must carry out the duties of the Fireman; or
- (b) where the crew consists of Driver and Fireman only, the Driver must carry out the duties prescribed for the Guard.

Rules 355 and 356

Trains moving in wrong direction, Driver must possess a wrong-direction order.

(2) In the event of the person proceeding to obtain assistance arriving at a station or other point where telephone communication exists, or in the event of there being a portable telephone with the train, that would enable intimation of the obstruction to be given to the Signaller or Train Controller, the telephone must be used for that purpose.

356. (1) Except for station work in accordance with rule 448, and except as provided by rule 365 of these rules, a wrong-direction order must be issued whenever it is necessary for a train complete with tail disc or tail lights to move in the wrong direction.

(2) Where a wrong-direction order is prescribed, a separate order must be issued for each occasion that a train or portion of a train is required to move in the wrong direction.

(3) A wrong-direction order issued by a Guard, or an order for assistance issued by a Driver, must be delivered to and retained by the Signaller at the signal-box to which it is addressed; and a wrong-direction order issued by a Signaller must be returned to the Signaller at the signal-box at which it was issued.

(4) Where a train is divided and the Driver takes the front portion of the train to an unattended station (*See rules 367 to 369 inclusive*), the Train Controller or nearest Station Master must be advised, before the Driver returns for the rear portion of his train; and—

- (a) if the front portion of the train is placed in an intermediate siding, the Driver must retain the wrong-direction order, until he arrives back at the rear portion of the train, whereupon he must hand it to the Guard, who must cancel it and attach it to his statement of running; and
- (b) if there is a train at the unattended station the Guard of that train, or the Guard of a relief train, when it arrives, will be regarded as the Signaller for the time being.

Rules 356, 357, 358 and 359

(5) Where a wrong-direction order is issued by the Guard and there is another locomotive that remains with the train, the Driver of that other locomotive must countersign the wrong-direction order.

(6) Where a Guard or Driver has issued a wrong-direction order or order for assistance to enable a train or locomotive to approach from the station in advance, he must prevent any movement of his own train, unless the order has been returned to him and has been cancelled.

357. Where it is necessary for two or more locomotives, coupled together or attached to a train, to enter a section on the authority of a written order, this may be done; but the order must be shown to the Driver of each locomotive and delivered to, and carried by, the Driver of the rearmost locomotive (in the direction of travel) authorised by the order.

Wrong-direction order to be shown to Driver of each locomotive.

358. Wherever catch points exist,—

- (a) arrangements must be made to secure them for trains travelling in the wrong direction; and a Driver must not pass over catch points, in the wrong direction, until he has assured himself that they are held or secured in the proper position for his train to run over them; and
- (b) the Signaller must, before authorising a Driver to run in the wrong direction, advise him of the existence and location of any catch points.

Catch points to be secured.

359. (1) When moving in the wrong direction a Driver must—

- (a) proceed cautiously;
- (b) travel at a reduced speed;
- (c) make frequent use of the locomotive whistle; and
- (d) maintain a sharp look-out for any permanent way or other employees who may be working in the section.

Precautions to be observed for trains moving in wrong direction.

Rules 359 and 360

(2) A Driver, when running in the wrong direction, must not pass any signal-box, nor foul the gates, points or crossings controlled by any signal-box, until the permission of the Signalman has been obtained.

(3) On double lines, trains running in the wrong direction must not pass over level crossings that are protected by automatic warning devices, until such time as the crossing has been protected by a Hand Signalman; and in that circumstance the Guard of the train must, if necessary, act as Hand Signalman or, in the absence of the Guard, the Fireman must perform that duty.

(4) Where a train is being propelled, a Hand Signalman must ride on the leading vehicle to signal to the Driver as may be necessary.

Trains to be brought to a stand as quickly as possible in the event of failure or accident.

360. (1) In the event of any failure of, or accident to, some part of a train—

- (a) in all cases where the whole of the train remains upon the rails, it must be brought to a stand as quickly as possible;

(It is generally desirable to bring the train to a stand as quickly as possible, but whether this course can be taken with safety, and how the stoppage can best be effected, must depend on the nature of the mishap, the weight and speed of the train, the gradients, curves, and other conditions applying to the line, particularly as regards the position of points and crossings. If the locomotive is defective, the sooner the train can be stopped the better.)

- (b) if any of the vehicles are off the rails, the brakes in the rear must instantly be applied (in order that, by keeping the couplings tight, the disabled vehicles may be kept up and out of the way of the vehicles behind until the force of the latter is exhausted, it being desirable that the front portion of the train should be brought slowly to a stand. The application of the

Rules 360 and 361

front brakes might result in further damage, and great care must be exercised in their application. In all cases the applications of brakes behind a disabled vehicle, or the application by the Guard of the continuous brake at the rear of a train, will be attended with advantage); and

- (c) the Guard of a train fitted with the continuous brake must apply that brake, as well as the hand brake.

(2) In the event of the Guard not applying the brakes promptly when the Driver whistles for them, the Driver must, if his train is fitted with the continuous brake, apply it gradually, and with judgment and care.

(3) In the event of any part of a train on which the continuous brake is not in operation becoming detached when in motion, care must be taken not to stop the front part of the train (unless a *Stop* signal is displayed by fixed signals ahead), before the rear portion has either been stopped or is running slowly; and the Guard must promptly apply his hand brake to prevent a collision with the front portion.

(4) In any case to which this rule applies, the Driver and the Guard must each act according to the best of his judgment and ability, in the circumstances.

361. (1) Where it is found that a train, vehicle, or locomotive has broken away, the employee discovering the fact must immediately take steps to stop all following or approaching trains, and, if possible, to advise the stations at the rear and in advance of the occurrence.

Train,
vehicle or
locomotive
breaking
away.

(2) A Driver, on seeing a Green hand signal moved in a vertical circle exhibited from a signal-box (*meaning that his train is divided*), must—

- (a) exercise great caution, by looking out for the second portion;

Rules 361 and 362

- (b) unless he has reason to believe the line is not clear ahead, not stop the portion attached to his locomotive, until he is satisfied that the rear portion has been stopped, or is running very slowly; and
- (c) observe any signals that may be exhibited against him.

Train
accidentally
divided
between two
signal-boxes.

362. (1) Where, after a train has become accidentally divided between two signal-boxes, the Driver requires to set back from a point in the section, the front portion may be set back to the rear portion, if the two portions can be re-coupled; but, before moving the Driver must send his Fireman to the Guard who is protecting the rear portion for a set-back order (*Form SW 37*); and, in that case, the Driver must retain the order and attach it to his daily running statement.

(2) Where the locomotive or any vehicle of the front portion of a divided train returning for the rear portion must pass over points worked from a signal-box near which the rear portion is standing, the Guard, before issuing the set-back order, must have it countersigned by the Signalman.

(3) Should a set-back move require to be made over power-operated points situated more than a quarter of a mile from the signal-box concerned and a telephone be provided near those points, the Guard must, before issuing a set-back order, obtain the permission of the Signalman concerned, by telephone, for the movement over those points; and, in that circumstance, it will not be necessary for the Guard to proceed to the signal-box for the Signalman to countersign the set-back order; but the word "countersigned" at the foot of the set-back order must be deleted and the following words substituted—

"Authorised by telephone by Signalman.....

.....(Name of Signalman to be inserted).

At.....signal-box."

Rules 362, 363 and 364

(4) Whenever a Signalman gives permission for a movement to pass over points under this rule, he must make a note of that circumstance in the train register book.

363. Where any vehicle of a train is on fire— Train on fire
to be
stopped.
- (a) the Driver must stop the train;
 - (b) the Guard must secure the rear portion and detach the vehicles in the rear of those on fire;
 - (c) the Driver must draw the burning vehicles forward to a distance of at least fifty yards;
 - (d) the Fireman must uncouple and properly secure the burning vehicles;
 - (e) the Driver must draw the forward portion of the train further forward;
 - (f) the obstruction must be protected as prescribed by Division 1 of this Part;
 - (g) the crew must make every effort to extinguish the fire; and
 - (h) in the case of a passenger train, the crew must give particular care to the safety of the passengers.

364. (1) Where, due to the inability of the locomotive to haul the load, or from any other cause, portion of a train is left in a section, it must be protected in accordance with rules 341 and 342 of these rules. Procedure
where
locomotive
unable to
haul its
load.

(2) Where two Guards are employed with a train to which this rule applies, the Assistant Guard or, where there is only one Guard with the train, the Fireman must, after the rear portion of the train has been secured, uncouple it and ride upon the last vehicle of the front portion to the station where the load is to be stowed; and where the last vehicle of the front portion is not suitable for the Assistant Guard or Fireman (as the case may be) to ride upon he must ride on the nearest suitable vehicle to the last or, where there is no suitable vehicle, upon the locomotive; but in any event, the Assistant

Rules 364 and 365

Guard or Fireman must take a note of the number of the rear vehicle of the front portion, before leaving with that portion and hand the note with the number of the last vehicle to the Signaller at the signal-box in advance, so as to enable the latter to check that the front portion has arrived complete.

(3) A tail disc or tail lights must not be carried on the locomotive or the last vehicle of the front portion of a divided train, until that portion reaches the first signal-box, whereupon the Driver must stop and inform the Signaller of the circumstances; and, where the locomotive or front portion of the train is required to pass into the next section, a tail disc or tail lights must then be placed on the rear of it; and the Signaller must not give the *Train Arrival* signal, until he has satisfied himself the whole of the train has arrived.

Dealing
with an
obstruction
interrupting
the move-
ment of
traffic.

365. (1) Where an obstruction occurs that will interrupt the movement of traffic through a section for a considerable period, and traffic is to be worked from the stations on either side up to the point of obstruction, the Chief Traffic Manager or the District Traffic Superintendent may, by telegram, issue directions defining the method of working to be established between the stations on either side and the point of obstruction.

(2) Where a prolonged obstruction occurs and any locomotive attached to the train that is the cause of the obstruction is unable to move, the Driver of that locomotive must remain in charge of the obstruction; in any other case the Guard must remain in charge of the obstruction.

(3) The person in charge at the point of an obstruction that is interrupting the movement of traffic must write out a statement, addressed to the District Traffic Superintendent, stating the location and nature of the obstruction; and that statement must be transmitted, where possible, by telephone and, failing that, by the quickest possible other means, the Fireman being, if necessary, sent to

Rules 365 and 366

the station in advance or to the rear; and, where the locomotive is able to run forward, it must be used for that purpose.

(4) Where a train to which this rule applies is assisted by a locomotive in the rear, that locomotive must not be used to run to the station in the rear, even where that is the quicker course, unless—

- (a) on staff and ticket block system, the Driver is in possession of the staff or bank engine key;
- (b) on electric staff block system, the Driver is in possession of the staff or bank engine key;
- (c) during pilot working, the Pilotman is accompanying the train;
- (d) during pilot key working, the Driver is in possession of the pilot key; or
- (e) the Driver of a bank engine is in possession of the half-pilot key;

in any of which cases, the locomotive may return to the station in the rear, without a wrong-direction order.

366. (1) In every case where a Fireman proceeds for assistance or for authority for a train to return in the wrong direction and the station at which he arrives is unattended, he must communicate by telephone with the Train Controller or the Station Master at the nearest attended station and inform him of the circumstances; and that person must advise him on the procedure to be adopted.

Firemen proceeding for assistance to communicate with train controller.

(2) Where a relief train is required to enter the obstructed section from an unattended station, the Guard of that train must carry out the necessary safeworking arrangements in accordance with these rules.

(3) Where the Guard of a relief or other train, when performing the duties of Signaller at an unattended station, issues a wrong-direction order for a train to return to that station, he must

Rules 366 and 367

remain in close attendance at that station until the train returns and the wrong-direction order is handed back to him and cancelled.

(b) *Train Staff and Ticket Block Systems.*

Train or
portion of a
train left in
section.

367. (1) Where a train, or portion of a train, travelling on the staff is left in a section, by reason of accident, obstruction or the inability of the locomotive to take the whole train forward, and it becomes necessary for the locomotive to return to the train or rear portion of it, from the staff station in advance, the Driver must retain possession of the staff, until the whole of the train is removed from the section.

(2) Where by reason of accident, obstruction or the inability of the locomotive to take the whole train forward, it becomes necessary to leave part of a train, travelling on a ticket, in the section—

(a) the Driver must—

- (i) before departing with the front portion, send his Fireman to the Guard to obtain from him a wrong-direction order (*Form SW 36*) to authorise the Driver to return for the remainder of the train;
 - (ii) take the front portion of the train to the staff station in advance and dispose of it there; and
 - (iii) after informing the Signaller of what he is about to do and handing him the wrong-direction order, return and remove the rear portion of the train;
- (b) the Signaller concerned must not allow the locomotive to return to the train, until he receives the wrong-direction order from the Driver; and
- (c) where an intermediate siding exists to which access can be gained, and the circumstances warrant it, the front portion of

Rule 367

the load may be stowed there, and the locomotive may return from that place for the remainder of the train.

(3) In the event of a locomotive assisting a train in the rear failing in a section and it being necessary for the leading locomotive to take the front portion forward for disposal and then to return for the remainder of the train,—

- (a) the Driver of the leading locomotive must obtain a wrong-direction order from the Guard, countersigned by the rear Driver, authorising him to return;
- (b) if an intermediate siding exists at which it is desired to dispose of the disabled locomotive or a portion of the train, and access cannot be obtained, except by means of the staff or Annetts key—
 - (i) the Driver of the disabled locomotive must hand the staff, or the ticket with the Annetts key, to the Driver of the leading locomotive, together with a written order (*Form SW 36*) stating that he will not allow the disabled locomotive to be moved, until the leading locomotive returns; and
 - (ii) where the disabled locomotive is also placed in an intermediate siding, that locomotive must not be moved, until the Driver is in possession of the staff, or the locomotive is attached to a train of which the Driver is in possession of a staff or ticket; and
- (c) on arrival at the staff station in advance, and when the section is clear the wrong-direction order must be delivered to the Signaller by the Driver of the leading locomotive.

Rule 368

Train
divided
without
Driver's
knowledge.

368. Where portion of a train is left in a section and the Driver proceeds, without being aware of that fact, action must be taken to clear the obstruction as follows, that is to say—

- (a) the Guard must—
 - (i) apply sufficient hand brakes or sprags to prevent the portion of the train that has been left in the section from moving;
 - (ii) protect the portion of the train in front and rear, as prescribed by rule 341 of these rules;
 - (iii) proceed to the nearest staff station and acquaint the Signaller of the circumstances; or, if that station is unattended, advise the Station Master at the nearest attended station; and
 - (iv) if the train is provided with means of communication, or means of communication exist elsewhere, instead of proceeding to the nearest staff station, communicate with the Station Master, advising him of the circumstances and giving details of the location and weight of the portion of the train that has been left in the section;
- (b) the Signaller or Station Master receiving notice of a train being divided, in the circumstances in this rule mentioned, must advise the District Traffic Superintendent who must make the necessary arrangements for a relief train to clear the obstruction;
- (c) the Signaller must notify the Driver of the relief train that is to clear the obstruction, in writing,—
 - (i) of the location of the obstruction;

Rules 368 and 369

(ii) to proceed cautiously to it; and

(iii) to which end of the section it must be removed;

and the Driver must sign a copy of the notice; and

(d) the Driver of the relief train must not, unless specially authorised to do so by the District Traffic Superintendent, move the portion of the train that has been left in the section until the Guard has returned to it.

369. (1) In the event of a train travelling on a staff coming to a stand in the section by reason of the failure of the locomotive, or from any other cause, and assistance being required—

Train or locomotive disabled in the section.

(a) the Fireman must take the staff to the station in the direction whence assistance can be obtained or is expected, in order that the staff may be at the station on arrival of the relief train;

(b) the Station Master of the station to which the staff is brought must, during the continuance of the obstruction, give effect to all necessary special arrangements and, where necessary, send the Fireman, with the staff, to the other end of the section;

(c) the Fireman of the disabled train must not allow the staff to pass out of his possession, until he hands it to the Driver of the relief train and must accompany the latter to the place where he left his own train; and

(d) the Driver of the relief train, after removing the disabled train from the section, must deliver the staff to the Signaller at the end of the section to which he was instructed to take it.

Rule 369

(2) Where the train brought to a stand by failure is in possession of a train staff ticket, the following procedure must be used, namely—

(a) if, at the time of failure, the train is nearer to, or within reasonable distance of, the staff station in the rear,—

(i) the Driver must send his Fireman with the ticket to that station;

(ii) the Station Master at that station must cancel the ticket and must make all necessary arrangements for relief, sending the Fireman with the staff to the other end of the section if necessary; and

(iii) the Fireman must accompany the relief train to the place where he left his own locomotive;

(b) if assistance can be more readily obtained from the station in advance—

(i) the Driver must write out an order (*Form SW 35*) to the Signaller at the station in advance, stating the nature of the failure and the place where it has occurred, and authorising the Signaller to allow a relief train to proceed to remove the disabled train;

(ii) the Fireman of the disabled train must hand the written order to the Signaller and accompany the relief train to his train, advising the Driver where and under what circumstances the disabled train is situated; and

(iii) the Signaller must show the order to the Driver before allowing the relief train to proceed to the disabled train; and

Rules 369

- (c) where there is no relief train at the station in advance—
- (i) the Station Master there must confer with the Station Master at the station in the rear, stating the nature of the failure and the place where it has occurred;
 - (ii) the Station Master at the station in the rear must then make the necessary arrangements for sending a relief train with the staff;
 - (iii) the Station Master at the rear must hand the staff to the Driver of the relief train and an advice stating where and under what circumstances the disabled train is situated;
 - (iv) the Driver of the relief train must sign for the advice given him by the Station Master on a copy held by the latter;
 - (v) the Driver of the relief train must not allow the staff to pass out of his possession, until the disabled locomotive and the whole of the train is removed clear of the section; and
 - (vi) the Driver of the disabled train after giving the order for the relief train to come to his assistance, must not allow his train to be moved, until the relief train arrives, unless satisfactory arrangements have previously been made to prevent the relief train from coming to his assistance from the advance station, and not then, until his Fireman has returned and handed the order back to the Driver.
- (3) Where an assisting locomotive fails and the train proceeds, owing to the Driver of the train locomotive not being aware of the failure of the assisting locomotive, the Fireman of the assisting locomotive must act as prescribed by sub-rules (1)

Rules 369 and 370

and (2) of this rule or by rule 368 of these rules (as the case may be) and the disabled locomotive must not be moved until the relief train has arrived.

(4) Where a train is assisted by a locomotive in the rear, and the train locomotive becomes disabled so that it cannot be moved forward—

(a) the Driver of the assisting locomotive must, if in possession of the staff—

- (i) draw the train back to the staff station in the rear; and
- (ii) retain the staff until the whole of the train, including the disabled locomotive, has been removed from the section; and

(b) where the train is travelling on a train staff ticket—

- (i) the Driver of the assisting locomotive before drawing the train back, must send his Fireman to the station in the rear with the ticket;
- (ii) The Signaller at the station in the rear must cancel the ticket and hand the staff to the Fireman who must take it to the Driver of the assisting locomotive; and
- (iii) the Driver of the assisting locomotive must draw the train back to the station in the rear and must retain the staff in his possession until the whole of the train, including the disabled locomotive, is removed from the section.

Failure of
bank engine
in possession
of bank
engine key.

370. (1) Except as provided in sub-rule (2) of this rule, where a bank engine in possession of the bank engine key fails—

- (a) the Driver must hand the bank engine key to the Fireman;

Rule 370

- (b) the Fireman must take the key to the station from which it was issued and inform the Signaller of the failure and the circumstances;
- (c) the Signaller must arrange for a relief train to proceed to the disabled locomotive to bring it in; and
- (d) the Fireman must—
 - (i) show the bank engine key to the Signaller and then hand it to the Driver of the relief train; and
 - (ii) accompany the relief train to the place where the disabled locomotive was left.

(2) Where a bank engine in possession of a bank engine key fails and it is considered that assistance can be more readily obtained at the station to which the train, assisted by the bank engine, was travelling—

- (a) the Driver must give the Fireman the bank engine key and a written order (*Form SW 35*) to the Signaller at that station authorising a relief train to come to his assistance;
- (b) the Signaller, after being informed of the circumstances, and on receipt of the written order, and after seeing that the key is in possession of the Fireman, must—
 - (i) arrange for a relief train to be sent to the disabled locomotive to take it to the station from which the bank engine key was issued;
 - (ii) ensure that the relief train travels on the train staff or train staff ticket, in accordance with these rules; and
 - (iii) show the written order to the Driver, before allowing the relief train to proceed to the disabled locomotive; and

Rules 370 and 371

- (c) the Fireman of the disabled locomotive must—
 - (i) show the Driver of the relief train the bank engine key;
 - (ii) accompany him to the place where the disabled locomotive was left; and
 - (iii) on arrival at the disabled locomotive, hand the bank engine key to the Driver of the relief train.
- (3) The disabled bank engine must always be taken to the station from which it started, and—
 - (a) the Fireman must not, on any account, allow the key out of his possession, until he hands it over to the Driver of the relief train; and
 - (b) the Driver of the relief train must not allow the key to pass out of his possession, until the section has been cleared.
- (4) Where a bank engine fails when assisting a train, and the train locomotive is unable to take the whole of the train forward—
 - (a) the Driver of the train locomotive must send his Fireman back to the Guard and obtain a wrong-direction order (*Form S.W. 36*), to return for the rear portion;
 - (b) the wrong-direction order must be countersigned by the Driver of the bank engine; and
 - (c) the bank engine must then be removed as prescribed by sub-rules (1), (2) and (3) of this rule.

Failure
during pilot
working.

371. (1) Where a train or portion of a train is left upon a section of line worked by a Pilotman, by reason of accident, obstruction or the inability of the locomotive to take the whole train forward, and the Pilotman is with the train and accompanies the locomotive with the first portion, the Driver may return without written authority from the Guard.

Rules 371 and 372

(2) Where the Pilotman is not accompanying the train, the Driver must send his Fireman to the Guard to obtain from him a wrong-direction order (*Form SW 36*), to authorise the locomotive to return for the remainder of the train.

(3) Where a train accompanied by the Pilotman becomes disabled, the Pilotman must make the best arrangements for procuring assistance, without delay.

(4) In the event of a train travelling on a pilotman's caution ticket becoming disabled, the provisions of rule 369 of these rules, applying to a train travelling on a train staff ticket, must be carried out, the Pilotman taking the place of the train staff.

372. (1) Where a train or portion of a train travelling on a proceed order is left in the section by reason of accident, obstruction or the inability of the locomotive to take the whole train forward—

Failure of
train
travelling
on a proceed
order.

- (a) the Driver must not return for it, unless he obtains a wrong-direction order (*Form SW 36*) from the Guard; and
- (b) the Driver must retain the proceed order, until the whole of the train is removed from the section.

(2) Where a train travelling on a proceed order becomes disabled between two staff stations—

- (a) the Driver must write an order (*Form SW 35*) to the Signalman at the nearest station from which assistance can be obtained, authorising the Signalman to allow a relief train to proceed to remove the disabled train;
- (b) the Fireman of the disabled train must hand the written order to the Signalman, and accompany the relief train to his train, advising the Driver where and under what circumstances the disabled train is situated;

Rules 372, 373 and 374

- (c) the Signalman must show the written order to the Driver before allowing the relief train to proceed to the disabled train;
- (d) if assistance is provided from the station in advance, the disabled train must be removed to that end of the section; and, if necessary, the disabled train must be divided to allow this to be done;
- (e) if assistance is provided from the station in the rear, the disabled train must be propelled to the station in advance, if possible, and, if this is not possible, the Driver of the relief train, before going to the assistance of the disabled train, must obtain a wrong direction order (*Form SW 34*) from the Signalman at the station in the rear, authorising him to draw the train back to that station; and
- (f) where the disabled train is removed to the station in the rear the proceed order must be taken to the station in advance for cancellation there; and, until that has been done, normal working must not be resumed, unless otherwise specially directed by the District Traffic Superintendent.

Prolonged
obstruction.

373. Where an accident or obstruction occurs and the traffic is likely to be stopped for a considerable period, special arrangements must be made by the District Traffic Superintendent for the working of trains, to and from the stations on either side of and to the point of the obstruction.

(c) *Electric Train Staff Block Systems.*

Train or
portion of a
train left in
the section.

374. (1) Where a train or portion of a train travelling on electric train staff is left in the section by reason of accident, obstruction or the inability of the locomotive to take the whole train forward, and it becomes necessary for the locomotive to return to the train or rear portion of it, from the staff station in advance, the Driver must retain possession of the staff, until the whole of the train is removed from the section.

Rule 374

(2) Where, by reason of accident, obstruction or the inability of the locomotive to take the whole train forward, it becomes necessary to leave part of the train in the section—

- (a) the Driver must take the front portion of the train to the staff station in advance and dispose of it there;
- (b) after informing the Signaller of what he is about to do, the Driver must return and remove the rear portion of the train; and
- (c) where there is an intermediate siding to which access can be gained and the circumstances warrant it, the front portion of the load may be stowed there and the locomotive may return from that place for the remainder of the train.

(3) In the event of a locomotive that is assisting a train in the rear failing in the section and it being necessary for the leading locomotive to take the front portion forward for disposal and then to return for the remainder of the train—

- (a) the Driver of the leading locomotive must obtain a wrong-direction order from the Guard authorising him to return;
- (b) the wrong-direction order must be countersigned by the Driver of the rear locomotive; and
- (c) if there is an intermediate siding where it is desired to dispose of the disabled locomotive or portion of the train, and access cannot be obtained except by means of a staff—
 - (i) the Driver of the disabled locomotive must hand the staff to the Driver of the leading locomotive, together with a written order (*Form S.W. 36*), stating he will not allow the disabled locomotive to be moved, until the leading locomotive returns; and

Rules 374 and 375

- (ii) where the disabled locomotive is also placed in the intermediate siding, that locomotive must not be moved, until the Driver is in possession of the staff, or is attached to a train of which the Driver is in possession of a staff; and
- (d) on arrival at the staff station in advance, and when the section is clear the wrong-direction order must be delivered to the Signaller by the Driver of the leading locomotive.

Train
divided and
portion left
in section.

375. Where portion of a train is left in a section and the Driver proceeds without being aware of that fact, action must be taken to clear the obstruction as follows, that is to say—

- (a) the Guard must—
 - (i) apply sufficient hand brakes or sprags to prevent the portion of the train that has been left in the section from moving;
 - (ii) protect the portion of the train in front and rear as prescribed by rule 341 of these rules;
 - (iii) proceed to the nearest staff station and acquaint the Signaller of the circumstances; or, if that station is unattended, advise the Station Master at the nearest attended station; and
 - (iv) if the train is provided with means of communication, or means of communication exists elsewhere, instead of proceeding to the nearest staff station, communicate with the Station Master, advising him of the circumstances, giving details of the location and weight of the portion of the train that has been left in the section;

Rule 375

- (b) the Signaller or Station Master receiving notice of a train being divided, in the circumstances in this rule mentioned, must advise the District Traffic Superintendent who must make the necessary arrangements for a relief train to clear the obstruction;
- (c) the Signaller must notify the Driver of the relief train that is to clear the obstruction, in writing—
 - (i) of the location of the obstruction;
 - (ii) to proceed cautiously to it; and
 - (iii) to which end of the section it is to be removed,and the Driver must sign on a copy of the notice;
- (d) where the relief train that is to clear the obstruction starts from the end of the section at which the staff is out of the instrument, the Signaller must hand the staff to the Driver, together with the notice as provided by paragraph (c) of this sub-rule;
- (e) where the relief train is to start from the other end of the section, the staff must (after all arrangements have been made and the relief train is ready to depart) be placed in the instrument in accordance with paragraph (e) of rule 376 of these rules, so that one can be withdrawn from the other end of the section to enable the relief train to proceed to remove the obstruction; and the latter staff must be handed to the Driver together with the notice as provided by paragraph (c) of this rule; and
- (f) the Driver of the relief train that is to clear the obstruction must not, unless specially authorised to do so by the District Traffic Superintendent, move the portion of the train that has been left in the section, until the Guard has returned to it.

Rule 376

Train or
locomotive
disabled in
the section.

376. In the event of a train travelling on electric train staff coming to a stand in the section, by reason of the failure of the locomotive or any other cause, and assistance being required—

- (a) the Driver must send his Fireman to the nearest staff station with the staff;
- (b) on arrival at the nearest staff station, the Fireman must inform the Signalman of the circumstances;
- (c) the Signalman must then arrange for a relief train to be sent from his own station or from the station at the other end of the section;
- (d) where the relief train is sent from the station at which the Fireman of the disabled train has arrived—
 - (i) the Fireman must personally hand the staff to the Driver of the relief train and accompany him to the place where the disabled train was left; and
 - (ii) the Signalman, before allowing the relief train to leave, must see the staff in the Driver's possession, and notify the Signalman at the opposite end of the section of the circumstances;
- (e) where the relief train is sent from the opposite end of the section to that at which the Fireman arrived, the Signalman at the station at which the Fireman arrived must, in the presence of the Fireman—
 - (i) insert the staff in the instrument; and
 - (ii) give the *Locomotive of Last Train Disabled in Section* signal to the Signalman at the opposite end, together with full particulars of the circumstances;

Rule 376

(f) if that assistance is expected at an unattended staff station and—

- (i) there is an Assistant Guard, or other competent employee available, the Guard must instruct the Assistant Guard or other competent employee to accompany the Fireman to the unattended station and on arrival there to act as Signalman; or
- (ii) there is no Assistant Guard or other competent employee available to act as Signalman, the Fireman on arrival at the unattended station must, at once, if a relief train is not available at that station, communicate with the stations on each side, giving full particulars of the circumstances; and if a relief train is obtainable from the station at the opposite end of the obstructed section, the Fireman must insert the staff in the staff instrument and give the *Locomotive of Last Train Disabled in Section* signal, (*that is 2 pause 1 pause 2 pause 1*) to the Signalman at the opposite end; and the Signalman receiving the *Locomotive of Last Train Disabled in Section* signal must act in accordance with paragraph (g) of this sub-rule; (*The telephone call on staff instruments is 4 pause 2 pause 1.*)

The switch on the backboard marked "Ordinary and Auto." should point to "Auto." This switch must not be altered by the Fireman).

- (g) the Signalman who received the *Locomotive of Last Train Disabled in Section* signal must obtain a staff for the relief train, by giving the *Relief Train to Remove Breakdown* signal; and must hand the staff so obtained to the Driver of the relief train,

Rule 376

together with a written advice stating the position of the disabled train; the Driver must sign for the advice on a copy held by the Signaller; and the staff and the advice must be retained by the Driver of the relief train, until the disabled train is removed to the most convenient end of the section, or is safely secured in an intermediate siding, and the section is again clear for traffic;

- (h) the Driver of the relief train must—
 - (i) exercise extreme care in running to the obstruction; and
 - (ii) after removing the disabled train to the most convenient end of the section, hand over the staff to the Signaller or other authorised person;
- (i) the Signaller or other authorised person must, where the disabled train is taken to the staff station in advance, place the staff in the instrument and give the *Train Arrival* signal;
- (j) the Signaller or other authorised person must if the disabled train returns to the staff station in the rear, after assuring himself that the section is clear, replace the staff in the instrument, and give the *Cancelling* signal to the staff station in advance;
- (k) the Signallers at both staff stations must note the circumstances in their train register books;
- (l) where an assisting locomotive fails and the train proceeds owing to the Driver of the train locomotive not being aware of the failure of the assisting locomotive, the Fireman of the assisting locomotive must act as prescribed by this rule or by rule 375 of these rules (as the case may be)

Rules 376 and 377

and the disabled locomotive must not be moved until a relief train has arrived; and

- (m) if the train is assisted by a locomotive in the rear, and the train locomotive is disabled, so that it cannot be moved forward, the Driver of the bank engine must—

- (i) draw the train back to the staff station, after receiving a written order from the Driver of the train locomotive that he will not allow his locomotive to be moved until the assisting locomotive returns; and
- (ii) must not deliver the staff up to the Signaller, but must retain it until the whole of the train, including the disabled locomotive, has been removed from the section.

377. (1) Except as provided by sub-rule (2) of this rule, where a bank engine in possession of the bank engine key fails,—

Failure of bank engine in possession of bank engine key.

- (a) the Driver must hand the bank engine key to the Fireman;
- (b) the Fireman must take the bank engine key to the station from which it was issued and inform the Signaller of the failure and the circumstances;
- (c) the Signaller must arrange for a relief train to proceed to the disabled locomotive to bring it in; and
- (d) the Fireman must—
 - (i) show the bank engine key to the Signaller and then hand it to the Driver of the relief train; and
 - (ii) accompany the relief train to the place where the disabled locomotive was left.

Rule 377

(2) Where a bank engine in possession of the bank engine key fails and it is considered that assistance can be more readily obtained at the station to which the train, assisted by the bank engine, was travelling,—

- (a) the Driver must give the Fireman the bank engine key and a written order (*Form SW 35*) to the Signaller at that station authorising a relief train to come to his assistance;
 - (b) the Signaller, after being informed of the circumstances, and on receipt of the written order, and seeing that the bank engine key is in possession of the Fireman, must—
 - (i) arrange for a relief train to be sent to the disabled locomotive; and
 - (ii) show the written order to the Driver, before allowing the relief train to proceed to the disabled locomotive; and
 - (c) the Fireman of the disabled locomotive must—
 - (i) show the Driver of the relief train the bank engine key;
 - (ii) accompany him to the place where the disabled locomotive was left; and
 - (iii) on arrival at the disabled locomotive, hand the bank engine key to the Driver of the relief train.
- (3) The disabled bank engine must always be taken to the station from which it started, and—
- (a) the Fireman must not allow the key out of his possession, until he hands it over to the Driver of a relief train; and
 - (b) the Driver of a relief train must not allow the key to pass out of his possession, until the section has been cleared.

Rules 377 and 378

(4) Where a bank engine fails when assisting a train, and the train locomotive is unable to take the whole of the train forward—

- (a) the Driver of the train locomotive must send his Fireman back to the Guard and obtain a wrong-direction order (*Form SW 36*) to return for the rear portion;
- (b) the wrong-direction order must be countersigned by the Driver of the bank engine; and
- (c) the bank engine must then be removed in accordance with sub-rules (1), (2) and (3) of this rule.

378. (1) Where portion of a train is left in a section, during pilotworking, owing to the inability of the locomotive to take the whole train forward,—

Portion of train left in section during pilot-working.

- (a) if the Pilotman is with the train and accompanies the locomotive with the first portion of the train, the Driver may return without written authority from the Guard; and
- (b) if the Pilotman is not with the train, the Driver must send the Fireman to the Guard to obtain from him a wrong-direction order (*Form SW 36*), to authorise the locomotive to return for the remaining portion of the train.

(2) Where a train accompanied by a Pilotman becomes disabled, the Pilotman must make the best arrangements for procuring assistance without delay.

(3) In the event of a train unaccompanied by the Pilotman becoming disabled, the procedure prescribed by sub-rule (2) of rule 369 of these rules, for the staff and ticket system, must be followed, the Pilotman taking the place of the train staff.

Rule 379

Train
travelling
on a proceed
order.

379. (1) Where a tram or portion of a train travelling on a proceed order is left in the section by reason of accident, obstruction or the inability of the locomotive to take the whole train forward—

- (a) the Driver must not return for it, unless he has obtained a wrong-direction order (*Form SW 36*) from the Guard;
- (b) the Driver must retain the proceed order until the whole of the train has been removed from the section.

(2) Where a train travelling on a proceed order becomes disabled between two staff stations—

- (a) the Driver must write an order (*Form SW 35*) to the Signaller at the nearest station from which assistance can be obtained, authorising the Signaller to allow a relief train to proceed to remove the disabled train;
- (b) the Fireman of the disabled train must hand the order to the Signaller and accompany the relief train to his train, advising the Driver where, and under what circumstances, the disabled train is situated;
- (c) the Signaller must show the written order to the Driver before allowing the relief train to proceed to the disabled train;
- (d) if assistance is provided from the station in advance the disabled train must be removed to that end of the section; and, if necessary, the disabled train must be divided to allow this to be done;
- (e) if assistance is provided from the station in the rear, the disabled train must be propelled to the station in advance if possible; if this is not possible, the Driver of the relief train must, before going to the assistance of the disabled train, obtain a wrong-direction order (*Form SW 34*) from the Signaller at the station in the rear, authorising him to draw the train back to that station; and

Rules 379, 380, 381 and 382

- (f) where the disabled train is removed to the station in the rear, the proceed order must be taken to the station in advance, for cancellation there; and until that is done, normal working must not be resumed, unless otherwise specially directed by the District Traffic Superintendent.

380. Where an accident or obstruction occurs and the traffic is likely to be stopped for a considerable period, special arrangements must be made by the District Traffic Superintendent for working the trains, to and from the staff station on either side of, and to the point of, the obstruction.

Prolonged obstruction.

(d) *Single Line Automatic Signalling Systems.*

381. (1) Where a train is travelling on a single line, automatic signalling section, the Train Controller must be advised immediately—

Train controller to be advised of obstruction on single line automatic signalling sections.

- (a) if the train or portion of the train is left on the single line;
- (b) if the locomotive becomes disabled in the section; or
- (c) if any obstruction exists;

and the Train Controller must issue the necessary directions for dealing with the emergency, in accordance with these rules.

(2) Employees must make the best possible use of the control telephones located at various places along the line, for the purpose of keeping the Train Controller fully informed of all the circumstances.

382. Where a train or portion of a train is left in the section, by reason of accident, obstruction or the inability of the locomotive to take the whole train forward—

Train or portion of a train left in section.

- (a) the Driver must—
 - (i) send his Fireman to the Guard and obtain from him a wrong-direction order (*Form SW 36*), to authorise the locomotive to return for the remainder of the train; and

Rule 382

- (ii) immediately on arrival at the station in advance, remove the half-pilot key at the departure signal controlling the entrance to the section where the rear portion of the train has been left and retain it in his possession, until the whole of the train has been removed from the section; and
- (iii) inform the Signaller of the circumstances;
- (b) the Signaller after seeing the half-pilot key in the possession of the Driver may permit the locomotive to return for the remainder of the train;
- (c) the Driver, being in possession of the half-pilot key, may pass the departure signal at *Stop* after being instructed to do so by the Signaller;
- (d) if the station in advance is unattended, the Driver must inform the Train Controller of the circumstances, by telephone; and the Train Controller, on being satisfied that the Driver is in possession of the half-pilot key, may permit the locomotive to return for the remaining portion of the train; whereupon the Driver, being in possession of the half-pilot key, may, if so instructed by the Train Controller, pass the departure signal at *Stop*;
- (e) under no circumstances must portion of the train be placed in an intermediate switch-locked siding and the locomotive return for the remainder of the load from that siding;
- (f) the Guard must not allow the rear portion of the train to be moved until the train locomotive returns; and
- (g) when the whole of the train has been removed from the section, the Driver must replace the half-pilot key in the pilot key box.

Rule 383

383. Where portion of a train is left on the single line between two crossing stations and the Driver proceeds without being aware of the fact, steps must be taken to clear the obstruction as follows, that is to say—

Train divided and portion left in section.

(a) if the line is to be cleared from the station in advance,—

- (i) the Signaller at the station in advance must obtain a wrong-direction order (*Form SW 36*) from the Guard of the disabled train, authorising the Driver of a relief train to proceed to his assistance;
- (ii) before the relief train is allowed to proceed the Signaller must remove the half-pilot key from the departure signal controlling the entrance to the section in which portion of the train has been left and hand it to the Driver of the relief train;
- (iii) the Signaller must show the order received from the Guard to the Driver of the relief train;
- (iv) the Driver must retain the half-pilot key in his possession, until the obstruction has been removed from the section; and
- (v) the Guard must prevent his train being moved until a relief train arrives;

(b) if assistance can be more readily obtained from the rear, the Guard must proceed in that direction and—

- (i) if he meets an approaching train, the locomotive must, if necessary, be detached, and the vehicles of the

Rule 383

disabled train propelled to the station in advance; and if the relief train leaves the whole or part of its load in the section when proceeding to the aid of the disabled train, the Driver must obtain from the Guard of his train a wrong-direction order (*Form SW 36*), to return from the station in advance for his train; before returning, the Driver must remove the half-pilot key from the departure signal at the crossing station in advance and retain it in his possession, until the whole of his train has been removed from the section, whereupon it must be replaced in the pilot key box; or

- (ii) if the Guard does not meet any train, he must proceed to the rear station and on arrival there must remove the half-pilot key from the departure signal for the affected section; and if assistance is available, he must replace the half-pilot key in the pilot key box, after the relief train has passed the signal in the *Stop* position, and accompany the relief train to the obstruction; the vehicles must then be propelled to the station in advance; or
- (c) if it is more convenient for the portion of the train which has been left in the section to be removed to the station in the rear, this may be done; and, in that circumstance, the half-pilot key must not be replaced in the pilot key box, after the relief train has passed the departure signal but must be handed to the Driver of the relief train and retained by him, until the obstruction has been removed from the section, whereupon it must be replaced in the pilot key box.

Rule 384

384. (1) In the event of a train coming to a stand in the section, by reason of the failure of the locomotive, or of any other cause, and assistance being required—

Train or locomotive disabled in section.

- (a) the Driver must write out an order (*Form SW 35*) addressed to the Signaller at the station from which assistance is most likely to be obtained, stating the nature of the failure, the place where it has occurred, and authorising a relief train to proceed to remove the disabled train or locomotive;
- (b) where the station to which an order is taken as required by this rule is an unattended crossing station or a station operated by remote control, the order must be addressed to the Train Controller or to the Signaller at the station operating the remote control;
- (c) the Fireman must proceed with the order to the station from which relief is to be obtained and—
 - (i) hand the written order to the Signaller; or
 - (ii) if the station is unattended, communicate with the Train Controller or the Signaller operating the remote control and advise him of the circumstances and the details of the order received from the Driver;
- (d) where the station is unattended, the Fireman must hand the Driver's order to the Guard of the relief train or to the Driver of the light engine, where that is not accompanied by a Guard;
- (e) the Driver of the disabled train, after giving an order for a relief train to come to his assistance, must not allow his train to be moved until the relief train arrives, unless satisfactory arrangements have previously been made to prevent the relief train from coming to his assistance, and

Rule 384

not then, until the Fireman has returned with the order and handed it back to the Driver, who must thereupon immediately cancel it;

- (f) should assistance not be available at the crossing station to which the Fireman proceeded, and assistance is obtainable at the other end of the section, the Driver must re-address the order and the Fireman must proceed with it, as quickly as possible, to that other end;
- (g) the Fireman, when proceeding for assistance or to obtain the half-pilot key, must proceed along, or keep within sight of the line to ensure that there is no other train in the section;
- (h) when proceeding for assistance, the Fireman, immediately on arriving at the departure signal for the section where the disabled train is located, must—
 - (i) break the glass at the front of the pilot key box; and
 - (ii) remove the half-pilot key;
- (i) the Fireman must show the half-pilot key to—
 - (i) the Driver of the relief train;
 - (ii) the Signaller at the crossing station from whence the relief train is sent; and
 - (iii) the Guard of the relief train, where assistance is being obtained from an unattended crossing station;

and the relief train must not enter the obstructed section, until the half-pilot key has been dealt with as prescribed by this paragraph;

Rule 384

- (j) after seeing the half-pilot key in possession of the Fireman of the disabled train, the Driver of the relief train may pass the departure signal controlling the entrance to the obstructed section at *Stop*, after being directed to do so by the Signaller;
- (k) the Fireman of the disabled train must accompany the relief train to his train, advising the Driver where and under what circumstances the disabled train is situated;
- (l) before a relief train is allowed to proceed to the disabled train,—
 - (i) the written order from the Driver of the disabled train must be shown to the Driver of the relief train by the Signaller (or Guard of the relief train if the crossing station is unattended); or
 - (ii) the Driver of the relief train must be in possession of the written order, in accordance with paragraph (d) of this sub-rule;
- (m) as far as possible a disabled train must be removed from the section in the direction it was originally travelling; but, if circumstances render this inexpedient or impossible, it may be removed to the station in the rear, and, before this is done, the provisions of paragraphs (n), (o) and (p) of this rule must be strictly carried out;
- (n) where assistance is obtained from the station in advance—
 - (i) if the disabled train is to be hauled to the crossing station from whence the relief train departed, the Fireman of the disabled train must retain possession of the half-pilot key, until the whole of his train is

Rule 384

removed from the section, whereupon it must be replaced in the pilot key box; or

- (ii) if the disabled train is to be propelled to the station in the rear, the Fireman of that train, after the relief train has passed the signal controlling the entrance to the obstructed section at *Stop*, must replace the half-pilot key in the pilot key box, and travel on the locomotive of the relief train to the disabled train; and the disabled train must not be moved towards the station in the rear, until it has been ascertained that a following train has not entered the section and the Fireman of the disabled train has obtained the half-pilot key from the departure signal, at the station in the rear and it has been shown to the Driver of the relief train;
- (o) where assistance is obtained from the rear—
 - (i) and, in proceeding to the rear to obtain assistance, the Fireman meets an approaching train, the locomotive of that train must, if necessary, be detached and used to propel the disabled train to the station in advance; and, in that circumstance, the order from the Driver of the disabled train must be shown to the Driver of the locomotive going to its assistance and be handed to the Driver of the disabled train for cancellation when the relief locomotive arrives at the scene of the obstruction; and on no account must the Driver of the disabled train allow his train to be moved until his Fireman has handed back the written order and it has been cancelled;

Rule 384

- (ii) and the relief train leaves the whole or part of its load in the section when proceeding to the aid of the disabled train, the Driver must obtain a wrong-direction order (*Form SW 36*) from the Guard of his train and, before returning, remove the half-pilot key from the departure signal at the crossing station in advance, inform the Signaller of the circumstances, show him the half-pilot key and retain it in his possession, until the whole of his train has been removed from the section; the half-pilot key must thereupon be replaced in the pilot key box; and the Guard must not allow his train to be moved, until the locomotive that went to the aid of the disabled train has returned for it;
- (iii) and a train that has followed into the section and is behind the disabled train is able to assist it to the station in the rear, only, the Fireman sent for assistance must obtain an order in writing (*Form SW 35*) from each Driver and then proceed to the rear station; on arrival there he must first remove the half-pilot key at the departure signal, advise the Signaller or the Train Controller of the circumstances, and then return to the disabled train; on his arrival, he must show the half-pilot key to each Driver; the disabled train may then be removed to the station in the rear; and when both trains have been cleared from the section, the half-pilot key must be replaced in the pilot key box;
- (iv) and a train has followed into the section behind a disabled train, but is unable to move it in accordance

Rule 384

with subparagraph (iii) of this paragraph, and it is necessary for a relief train to be sent from the station in the rear, the Fireman of the disabled train must advise the Driver of the rear train of the circumstances; he must obtain from each Driver a written order (*Form SW 35*) and then proceed to the station in the rear; on arrival there he must first remove the half-pilot key at the departure signal, advise the Signaller or the Train Controller of the circumstances, and then return to the rear train; on his arrival he must show the half-pilot key to the Driver of the rear train and instruct him to move his train to the station in the rear; the Fireman in possession of the half-pilot key must ride on the rear train to the station in the rear and, after handing the order of the Driver of the disabled train to the Signaller, or the Guard of the relief train (as the case may be) show the half-pilot key to the Driver of the relief train and accompany it to the disabled train; and when the whole of the disabled train has been removed from the section the half-pilot key must be replaced in the pilot key box;

- (v) and more than one train has followed the disabled train into the section, the Fireman of the disabled train, after having procured the half-pilot key, must show it to the Driver of each train and instruct him to move his train to the station in the rear; a sufficient interval must be maintained between each train to ensure safeworking; and Drivers must exercise extreme care

Rule 384

when propelling out of the section; the Guard must ride on the leading vehicle and hand signal the Driver as necessary; the Fireman in possession of the half-pilot key must ride on the last train to move out of the section to the station in the rear and must then accompany the relief train, the half-pilot key being replaced in the pilot key box when the whole of the disabled train has been cleared from the section; or

- (vi) should the station in the rear be unattended, the Guard of the first train to return will be held responsible for working the traffic in accordance with the rules; and
- (p) where a train is assisted by a locomotive in the rear and the train engine becomes disabled so that it cannot be moved forward,—
 - (i) before the rear locomotive returns to the station in the rear with the train, the Fireman of the assisting locomotive must proceed to the station in the rear; on arrival at the station in the rear he must immediately remove the half-pilot key from the departure signal controlling the entrance to the section where the disabled train is located, advise the Signalman or Train Controller of the circumstances and return to the disabled train with the half-pilot key, which must be shown to both Drivers; on seeing the half-pilot key in possession of the Fireman, the Driver of the rear engine may proceed to remove the train to the station in the rear; and when the whole of the disabled train has been

Rules 384 and 385

removed from the section, and not until then, the half-pilot key must be replaced in the pilot key box;

- (ii) and other trains have followed into the section the provisions of subparagraphs (iii), (iv), (v) and (vi) of paragraph (o) of this rule must be complied with; or
- (iii) if the assisting locomotive is in possession of the half-pilot key of the departure signal at the station in the rear in accordance with the provisions of rule 256 of these rules, it will not be necessary for the Fireman to go to the rear station; the train may be withdrawn from the section by the assisting locomotive; and the Driver must retain possession of the half-pilot key until the whole of the train is cleared from the section.

(2) In the event of a failure occurring in a locomotive assisting a train in the rear and the train proceeding owing to the Driver of the train locomotive not being aware of the failure, the Driver and Fireman of the assisting locomotive must act as prescribed by paragraphs (a) to (o) of sub-rule (1) of this rule.

Failure of
bank engine
in possession
of half-pilot
key.

385. (1) Except as provided in sub-rule (2) of this rule, where a bank engine in possession of a half-pilot key fails—

- (a) the Driver must hand the half-pilot key to the Fireman;
- (b) the Fireman must take the half-pilot key to the station from which it was received and inform the Signaller of the failure and the circumstances;
- (c) the Signaller must arrange for a relief train to proceed to the disabled locomotive; and

Rule 385**(d) the Fireman must—**

- (i) show the half-pilot key to the Driver of the relief train and to the Signaller before leaving; and
- (ii) accompany the relief train to the place where the disabled locomotive was left.

(2) Where a bank engine in possession of a half-pilot key fails and it appears that assistance can be more readily obtained from the station in advance—

- (a) the Driver must give the Fireman the half-pilot key and a written order (*Form SW 35*) to the Signaller at that station, authorising a relief train to come to his assistance;
- (b) on arrival of the Fireman at the station in advance, he must—
 - (i) remove the half-pilot key from the signal controlling the entrance at that end;
 - (ii) inform the Signaller of the circumstances and hand him the written order; and
 - (iii) show the Signaller both the half-pilot keys;
- (c) the Signaller must—
 - (i) arrange for a relief train to be sent to the disabled locomotive; and
 - (ii) show the written order to the Driver before allowing the relief train to proceed to the disabled locomotive; and
- (d) the Fireman of the disabled locomotive must—
 - (i) show the Driver of the relief train both half-pilot keys;
 - (ii) accompany him to the place where the disabled locomotive was left; and

Rules 385 and 386

- (iii) after the relief train has passed the signal controlling the entrance to the section at that end, replace the half-pilot key belonging to that signal in its box;

(3) A disabled bank engine must always be taken to the station from which it started, and the Fireman of the disabled train must retain possession of the half-pilot key and not deliver it to the Signaller until the line is clear.

(4) Where a bank engine in possession of a half-pilot key fails when assisting a train and the train locomotive is unable to take the whole of the train forward—

- (a) the Driver of the train locomotive must send his Fireman back to the Guard and obtain a wrong-direction order (*Form SW 36*) authorising him to return for the rear portion of the train;
- (b) the Driver of the bank engine must countersign the wrong-direction order; and
- (c) the bank engine must then be removed in accordance with sub-rule (3) of this rule.

(5) In all cases of failure, employees must advise the Train Controller of the circumstances.

Obstruction
during pilot
key working.

386. Where, during pilot key working, a train or portion of a train is left in the section by reason of accident, obstruction or the inability of the locomotive to take the whole train forward—

- (a) the Driver, if in possession of a pilot key caution ticket, must not return for the rear portion of the train unless a wrong-direction order (*Form SW 36*) has been obtained from the Guard;
- (b) if the Driver is in possession of the pilot key, he may return for the rear portion of his train, without obtaining a wrong-direction order from the Guard to do so; and

Rules 386 and 387

- (c) the Train Controller must be informed of the circumstances, immediately the first portion of the train arrives at the station in advance.

387. (1) In the event of a locomotive which carries the pilot key failing between two crossing stations—

Locomotive failure between two crossing stations.

- (a) the Fireman must take the pilot key to the crossing station in the direction whence assistance can be obtained or is expected, in order that the pilot key may be at the station on arrival of the relief train;
- (b) the Signaller of the station to which the pilot key is taken must communicate with the Train Controller, advising him of the circumstances; and must carry out all necessary special arrangements, during the continuance of the obstruction;
- (c) in the event of the station at which the Fireman arrives being unattended, he must communicate with the Train Controller and advise him of the circumstances;
- (d) the Fireman must—
 - (i) carry out any instructions issued by the Train Controller, during the continuance of the obstruction, until the arrival of the relief train, whereupon the Guard of that train will take charge;
 - (ii) not permit the pilot key to pass out of his possession, until he hands it to the Driver of the relief train; and
 - (iii) accompany the Driver of the relief train to the place where he left his own locomotive;
- (e) the Driver of the relief train, after removing the disabled locomotive or train clear of the section, must deliver the pilot key to the Signaller at the end of the

Rule 387

section to which he was instructed to take it, or to the Guard of the train if the station is unattended; and

- (f) where the locomotive that fails is travelling on a pilot key caution ticket, the following procedure must be adopted, that is to say—

- (i) if, at the time of failure, the train is nearer to, or within reasonable distance of, the crossing station in the rear, the Driver must send his Fireman with the ticket to that station; and the Signaller there must cancel the ticket and advise the Train Controller of the circumstances; and the Train Controller must make all necessary arrangements for relief and, where necessary, send the Fireman with the pilot key to the other end of the section; and the Fireman must accompany the relief train to the place where he left his own train; where the station to which the Fireman is sent is unattended, the Fireman must communicate with the Train Controller, advising him of the circumstances and the place where the failure has occurred; and the Train Controller must then make the necessary arrangements for a relief train with the pilot key, instructing the Fireman to cancel the pilot key caution ticket;
- (ii) if assistance can be more readily obtained from the station in advance, the Driver must write out an order (*Form SW 35*) to the Signaller at the station in advance, stating the nature of the failure, the place where it has occurred, and authorising the Signaller to allow a relief train to proceed to remove

Rule 387

the disabled locomotive or train; the Fireman of the disabled train must hand the written authority to the Signaller and accompany the relief train to his train, advising the Driver where and under what circumstances the disabled train is situated; and the Signaller must show the order to the Driver, before allowing the relief train to proceed to the disabled train;

- (iii) if there is no relief at the station in advance, the Signaller there must communicate with the station in the rear, stating the nature of the failure and the place where it has occurred; the Signaller at the rear station must then make the necessary arrangements for sending a relief train, with the pilot key and must hand the pilot key to the Driver of the relief train, together with an advice stating where and under what circumstances the disabled train is situated; the Driver of the relief train must sign for the advice, on a copy held by the Signaller and must not allow the pilot key to pass out of his possession until the disabled locomotive with the whole of the train is removed clear of the section; and the Driver of the disabled train, after giving the order for the relief train to come to his assistance, must not allow his train to be moved, until the relief train arrives, unless satisfactory arrangements have previously been made to prevent the relief train from coming to his assistance from the advance station, and not then, until his Fireman has returned and handed the order back to him; and

Rules 387

- (iv) if the station in advance is unattended, the Fireman must communicate with the Train Controller, advising him of the circumstances and where the failure has occurred; the Train Controller must then make the necessary arrangements for relief; where relief is not available at that station, the Train Controller must make arrangements for relief from the rear station, with the pilot key, advise the Driver and Guard of the circumstances and the place where the failure has occurred, and instruct the Fireman of the disabled locomotive to return to his train and hand the order back to his Driver; and the disabled train must not be moved until the Fireman has returned to it and handed the order back to the Driver.

(2) In the event of a failure occurring in a locomotive assisting a train in the rear and it being necessary to divide the load—

- (a) the Driver of the train locomotive must, before starting with the front portion, send his Fireman to the Guard to obtain a wrong-direction order (*Form SW 36*) authorising him to return for the remainder of the train;
- (b) the Guard's wrong-direction order must be countersigned by the Driver of the assisting locomotive; and
- (c) the Signaller must not allow the locomotive to return to the train unless the Driver is in possession of the Guard's wrong-direction order.

(3) In the event of the assisting locomotive failing and the train proceeding owing to the Driver of the train locomotive not being aware of the failure of the assisting locomotive, the Fireman of the assisting locomotive must act as prescribed by

Rule 387

sub-rule (1) of this rule; and the disabled locomotive must not be moved until the relief train arrives.

(4) Where a train is assisted by a locomotive in the rear, and the train locomotive becomes disabled so that it cannot be moved forward,—

- (a) the Driver of the assisting locomotive must, if in possession of the pilot key—
 - (i) draw the train back to the crossing station; and
 - (ii) retain the pilot key for the purpose of returning to the assistance of the disabled train locomotive;
- (b) where the train is travelling on a pilot key caution ticket,—
 - (i) the Driver of the assisting locomotive, before drawing the train back, must send his Fireman back to the crossing station in the rear with the ticket;
 - (ii) the Signaller at the crossing station in the rear must cancel the ticket and hand the pilot key to the Fireman;
 - (iii) the Fireman must take the pilot key to the Driver of the assisting locomotive;
 - (iv) the Driver of the assisting locomotive may, on receiving the pilot key, draw the train back to the crossing station in the rear; and
 - (v) the Driver of the assisting locomotive must retain the pilot key in his possession, until the whole of the disabled train, including the locomotive, is removed from the section; and
- (c) in the event of the station in the rear being unattended, the Fireman must communicate with the Train Controller and act in accordance with the instructions received from him.

Rules 388 and 389

Obstruction
during
pilot
working.

388. (1) Where a portion of a train is left in the section of line worked by a Pilotman, by reason of the inability of the locomotive to take the whole train forward, and the Pilotman is with the train and accompanies the locomotive with the first portion, the Driver may return without a wrong-direction order being issued by the Guard.

(2) If the Pilotman is not accompanying the train, the Driver must not return for the rear portion unless he has received a wrong-direction order from the Guard (*Form SW 36*), authorising him to do so.

(3) In the event of a train accompanied by the Pilotman becoming disabled, the Pilotman must make the best possible arrangements for procuring assistance, without delay.

(4) In the event of a train unaccompanied by the Pilotman becoming disabled, the procedure prescribed by rule 387 of these rules for Pilot Key Working must be carried out, the Pilotman taking the place of the pilot key.

Prolonged
obstruction.

389. (1) Where an accident or obstruction occurs and the traffic is likely to be stopped for a considerable time, special arrangements must be made by the District Traffic Superintendent for working trains to and from the crossing stations on either side of and to the point of obstruction.

(2) Immediately the existence of the obstruction is made known the half-pilot keys must be removed from the boxes at the signals controlling the entrance to the section at each end; and in that event the appropriate half-pilot key will be the authority to enter the section from the stations at the respective ends of the section, to the point of obstruction.

(3) When the half-pilot key is handed to the Driver, he must also be given a written advice stating the mileage at which the obstruction exists; and the Driver's signature must be obtained on a copy of the advice.

Rules 389, 390 and 391

(4) The half-pilot keys must not be replaced in the boxes, at any time whilst the obstruction exists.

(5) Unless specially authorised by the District Traffic Superintendent, half-pilot key working must not be introduced on a section in which a prolonged obstruction exists, until the crossing stations at both ends of the section are attended; and, in any case, attendance at both ends of the section where half-pilot key working is in force must be arranged as soon as possible.

(Rule 390 reserved.)

(e) Double Lines—Block Telegraph or Double Line Automatic Signalling Systems.

391. Where a train, or portion of a train, travelling on block telegraph or on a double line automatic signalling system, is left in a section, by reason of accident, obstruction or the inability of the locomotive to take the whole train forward and it becomes necessary for the locomotive to return for the train, or portion of it, on the same line from the station in advance—

Train or
portion of
train left
in section.

- (a) the Driver must, before departing with the front portion, send his Fireman to the Guard to obtain from him a wrong-direction order (*Form SW 36*), addressed to the Signaller at the first signal-box in advance at which the front portion of the train can be put away, to authorise the locomotive to return for the remainder of the train;
- (b) if the train is assisted by a locomotive in the rear, the Guard's wrong-direction order must be countersigned by the Driver of that locomotive;
- (c) if an intermediate signal-box that is not provided with a crossover road is switched in, the Driver must stop at that signal-box and show the wrong-direction order to the Signaller; and the Signaller must countersign the order; and

Rules 391 and 392

- (d) if the Driver is not in possession of a wrong-direction order, the Signaller must not allow the locomotive to return to its train on the wrong line; it must, in that circumstance, be sent on the correct line to the signal-box at the rear of the portion of the train that has been left in the section and there crossed over behind it; and it must then propel the vehicles to the signal-box in advance.

Train
divided
without
Driver's
knowledge.

392. Where portion of a train is left in a section and the Driver proceeds without being aware of that fact—

- (a) the provisions of rule 295 of these rules (*Block Telegraph System*) apply;
- (b) the Guard must—
 - (i) apply sufficient hand brakes or sprags to prevent the portion of the train that has been left in the section from moving and protect it in the rear and at the front, in accordance with rule 341 of these rules;
 - (ii) proceed towards the station in the rear to advise the Signaller at that station of the circumstances;
 - (iii) use any available telephone to give early advice to the Train Controller or the Signaller at each end of the section of the circumstances; and
 - (iv) where, when proceeding to the rear, he meets a train, stop the train and inform the Driver of the circumstances; and then ride on the locomotive to the place where the rear portion of his train is standing; and
- (c) the rear portion of the divided train must be propelled to the station in advance; and the locomotive must, if necessary, be detached to enable that to be done, but, before departing, the Driver must send his Fireman to the Guard of his own train to

Rules 392 and 393

obtain a wrong-direction order (*Form S.W. 36*), authorising him to return from the station in advance.

393. (1) In the event of a train coming to a stand in the section by reason of the failure of the locomotive or of any other cause and assistance being required,—

Train or locomotive disabled in the section.

- (a) if the locomotive can run forward, it must be detached and be driven to the station in advance; and, on arrival there, the Driver must advise the Signaller of the circumstances; and the Signaller must make the necessary arrangements for assistance;
- (b) if a locomotive able to run forward is required to return to its train, or a relief train is required to run in the wrong direction from the station in advance—
 - (i) the Driver, before proceeding to the station in advance, must send his Fireman to the Guard to obtain a wrong-direction order (*Form SW 36*) to the Signaller of the nearest signal-box in advance at which there is a crossover road, authorising him to allow the locomotive, or a relief train, to run in the wrong direction from that signal-box to the disabled train;
 - (ii) if there is an assisting engine on the disabled train, the Driver of that locomotive must countersign the wrong-direction order; and
 - (iii) the Signaller must show the wrong-direction order to the Driver of the relief train and give him details in writing of the location of the disabled train; and that Driver must sign a copy of the order;

Rule 393

- (c) if the locomotive is not able to run forward and assistance is required from the station in advance—
- (i) the Driver of the disabled train must write out an order (*Form SW 35*), for the Signaller at the nearest signal-box in advance at which there is a crossover road to allow a relief train to travel in the wrong direction to the disabled train;
 - (ii) the Fireman of the disabled train must hand the written order to the Signaller there and accompany the relief train to his train, advising the Driver of the circumstances and where the disabled train is situated; and
 - (iii) the Signaller must show the order to the Driver before permitting the relief train to run in the wrong direction to the disabled train;
- (d) where there is an intermediate signal-box without a crossover road, the Driver or Fireman (as the case may be) going for assistance must show the written order to the Signaller at that signal-box and the Signaller must countersign the form;
- (e) where assistance is to be provided from the rear and either the locomotive has run to the station in advance or the Fireman has gone there, as provided in paragraphs (a), (b) and (c) of this sub-rule, the signaller must make the necessary arrangements for a relief train to enter the section from the signal-box in the rear, in accordance with sub-paragraph (i) of paragraph (g) of this sub-rule;
- (f) where the signal-box in the rear is the nearer or can be more quickly reached, the Guard, after protecting the train in the rear, must continue back to that signal-box and inform the Signaller of the circumstances;

Rule 393

(g) where a Signaller receives information from the signal-box in advance of the train or from the Guard or Fireman that a relief train is required to enter the section to assist the disabled train, he may, after bringing the relief train to a stand and informing the Driver of the circumstances, permit it to enter the section under the following arrangements, namely—

- (i) the Signaller must inform the Signaller at the signal-box in advance of the circumstances, and advise *Train Departure*, by the means provided, to the signal-box in advance; and, after that signal has been acknowledged, he must note the circumstances in his train register book, and then allow the relief train to enter the section;
- (ii) the Signaller at the signal-box in advance must also note the circumstances in his train register book and must not give the *Train Arrival* signal until both trains have arrived;
- (iii) the Guard of the train requiring assistance must ride on the locomotive of the relief train and point out to the Driver the position of the disabled train;
- (iv) the Driver of the relief train must run it at a reduced speed;
- (v) all persons concerned must observe great caution in carrying out this action;
- (vi) where there is a tunnel in the blocked section, the Driver of the relief train must be instructed by the Signaller not to enter the tunnel, unless the Guard or Fireman of the disabled train has come back and met the train, or it has been ascertained that the tunnel is clear;

Rule 393

- (vii) the Driver of the relief train must be informed that the Guard or Fireman of the disabled train is coming back and must be picked up to ride on the locomotive to the rear of the disabled train; and
- (viii) when the *Train Arrival* signal is received from the signal-box in advance, and permission has been obtained for another train to proceed, the Signaller at the signal-box in the rear must stop the other train and instruct the Driver to proceed cautiously through the section;
- (h) if assistance is obtained by a locomotive from the rear and that locomotive has to return in the wrong direction, a wrong-direction order (*Form SW 34*) must be obtained from the Signaller, before the relief locomotive enters the obstructed section;
- (i) if the Guard does not proceed to the signal-box in the rear to obtain assistance, he must station himself at the point where the three detonators have been placed on the rail in accordance with rule 341 of these rules, and await the arrival of the relief train;
- (j) if it is necessary to move the disabled train, or portion of it, to the station in the rear, other trains that have followed into the section must first be removed in accordance with these rules; and
- (k) if it is necessary for the locomotive of a train that has entered the section to be detached, for the purpose of assisting a disabled train, and that locomotive requires to return to its train in the wrong direction, the Guard of that train must issue

Rule 393

a wrong-direction order (*Form SW 36*), authorising the Driver of the locomotive to return.

(2) Where the stoppage or failure occurs to a locomotive not attached to a train, the Fireman must not go to the signal-box in advance, as directed by paragraph (c) of sub-rule (1) of this rule but must immediately proceed to the signal-box in the rear and act in the manner prescribed for a Guard.

(3) In the event of a train becoming disabled in a section worked under the automatic signalling system, it is most important that the Signaller at the station in the rear be advised of the circumstances, as early as possible, so that he may prevent any following train entering the section; and use must be made of the nearest telephone in order to convey the information.

(4) Where, in case of accident or other exceptional cause, it is necessary for a train or portion of a train to return in the wrong direction to the signal-box in the rear—

- (a) the Guard or some other competent person or, in the case of a light engine, the Fireman, must go to the Signaller there, and obtain a wrong-direction order (*Form SW 34*);
- (b) the Driver must not move in the wrong direction until he has received the wrong-direction order;
- (c) where the locomotive or train is required to travel from the signal-box in advance, the wrong-direction order must be countersigned by the Signaller at that signal-box; and
- (d) a Signaller issuing or countersigning a wrong-direction order must make a note of the circumstances in his train register book.

Rules 394, 395 and 396

Obstruction
during
pilot
working.

394. (1) Where a portion of a train is left in the section of line worked by a Pilotman, due to the inability of the locomotive to take the whole train forward and—

- (a) the Pilotman is with the train, and accompanies the first portion, the Driver may return without a wrong-direction order from the Guard; or
- (b) the Pilotman is not accompanying the train, the Driver must send his Fireman to the Guard to obtain from him a wrong-direction order (*Form SW 36*), to authorise the locomotive to return for the remainder of the train.

(2) In the event of a train accompanied by the Pilotman becoming disabled, the Pilotman must make the best arrangements for procuring assistance, without delay.

(3) In the event of a train unaccompanied by the Pilotman becoming disabled, the procedure prescribed by sub-rule (2) of rule 369 of these rules, for the staff and ticket system, must be carried out, the Pilotman taking the place of the train staff.

Prolonged
obstruction.

395. Where an obstruction occurs on a double line of railway—

- (a) if one line is fit for use, traffic must be conducted over that line as prescribed by rules 328 to 334 of these rules; or
- (b) if both lines are blocked, traffic must be conducted in accordance with the directions issued by the District Traffic Superintendent.

PART XX—CONTROL AND WORKING OF STATIONS.

Protection of
property.

396. A Station Master is responsible for—

- (a) the security and protection of the buildings and property of the Department, at his station;

Rule 396

- | | |
|---|--|
| (b) the proper transaction of Railway business at the station and sidings under his control, and for the custody of the moneys, books and papers there; | Transaction of Railway business. |
| (c) seeing that all orders and instructions are duly entered and executed, and that all books are regularly written up and neatly kept; | Orders instructions and books. |
| (d) the efficient discharge of the duties devolving upon all employees under his charge, either permanently or temporarily at the station or within its limits, and at the sidings and signal-boxes under his control; | Discharge of duties by employees. |
| (e) seeing that the various duties of the station are correctly allotted to the members of his staff and that each thoroughly understands his duty, and also for exhibiting staff and duty sheets in a place accessible to the staff, showing full details of the duties and the hours of attendance of each member of the staff; | Allotment of duties. |
| (f) the general working of the station being carried out in strict accordance with these rules, and the regulations, instructions, and orders issued from time to time, and so far as practicable, for giving personal attention to shunting and all other operations affecting the safety of the railway; | Working of stations, generally. |
| (g) reporting without delay to his superior officer neglect of duty on the part of any employee under his charge; and, also, for taking action as necessary in the manner prescribed in the various Industrial Awards in force, from time to time; | Neglect of duty of employee. |
| (h) seeing that every employee under him connected with the working of the line is in possession of a copy of these rules and for the proper distribution of the Working Time Tables, Appendices, and other notices having reference to the working of the | Employees to be in possession of book of rules, working time-table and appendices. |

Rule 396

- railway, and that they are kept up-to-date in accordance with the amendments issued from time to time;
- | | |
|---|---|
| Supervision of signalmen. | (i) seeing that the Signalmen at his station or under his control perform their duties in a proper manner, and for frequently visiting the signal-boxes to maintain proper supervision over the working; and he must sign the train register book, under the last entry, on the occasion of each visit; |
| Daily inspection of station. | (j) making a daily inspection of his station and yards and seeing that the rooms, offices, goods-sheds, closets, urinals, and platforms are kept neat and clean; and, also, that station name boards and waiting room or other indicators are kept in a clean and satisfactory condition; |
| Fire protection appliances. | (k) the fire protection appliances being kept in a satisfactory condition and ready for instant use; |
| By-laws, fare lists, etc. to be exhibited. | (l) the proper exhibition, in a conspicuous place, at his station and offices and at the sidings under his control, of the by-laws and fare lists, special passenger train advices, excursion posters, and other authorised notices, and for having available, when required by members of the public for reference, up-to-date copies of the books of Tolls and Charges; |
| Time tables to be exhibited on coming into operation. | (m) seeing that the public time tables issued from time to time are posted at his station and, as far as practicable, at the sidings under his control, on the morning on which they come into operation, and that all old time tables are removed and destroyed, and that any current time tables that become damaged are promptly replaced; |
| Gates to be kept locked. | (n) ensuring that all the gates of the station are locked at night except those required to be open for the transaction of business; |
| Use of stores. | (o) the proper and economical use of stores, stationery, fuel, and lighting; and |

Rules 396 and 397

- (p) forwarding to his superior officer particulars of any complaint made by a member of the public. Complaints by public.

397. A Station Master must—

- (a) see that all scotch blocks are, when not required to be otherwise, kept securely locked across the rails; and, also, that all catch points are always properly set to secure safety; and that all vehicles are placed within such scotch blocks or catch points; Scotch blocks to be kept locked across rails.
- (b) see that all points are restored to their normal position immediately after use; and, where it is required that points be secured by padlocks or other means, see that that is done, in every case; Points to be restored to normal position.
- (c) not permit unauthorised persons to unlock or operate points or scotch blocks; Unauthorised persons not to operate points.
- (d) see that all vehicles standing in sidings are properly secured to prevent their moving and fouling other lines; Vehicles in sidings to be properly secured.
- (e) see that, where sprags are required, a sufficient supply is kept, in a convenient place and ready for immediate use; Supply of sprags to be kept.
- (f) keep a record of the names and addresses of every controlling officer and of every employee connected with the working of the stations and sidings under his control, and with the maintenance of the signals and permanent way in the sections in which those sidings are situated; Names and addresses of officers and staff to be kept.
- (g) immediately advise the proper employees of the Civil Engineering Branch of any faulty or unsafe conditions of platforms or approaches or premises which may cause injury to persons or conveyances, and also promptly advise the District Traffic Superintendent of those matters; Chief Civil Engineer to be advised of unsafe conditions.

Rules 397, 398, 399 and 400

- | | |
|--|---|
| Goods sheds to be kept closed and locked. | (h) not permit any person to have access to station offices or goods-sheds, except for the transaction of railway business; and see that goods-sheds are closed and locked when unattended; |
| No unauthorised structures to be erected. | (i) not permit any person to erect a structure on, or occupy any part of the land at, the stations or sidings under his control, except on the written authority of the District Traffic Superintendent, or in accordance with a properly executed lease or agreement; and, in the latter case, see that the leases, agreements, or permits are observed; and |
| Control of level crossings and signals. | (j) control the public level crossing gates or signals assigned to him, subject to such regulations and instructions as may be issued from time to time. |
| Name of station to be called. | 398. The Station Master must ensure that, immediately upon the stopping of a passenger or mixed train, the name of the station is called along the train, in a distinct and audible manner; and that prompt attention is given to any indication shown by any passenger of his desire to alight. |
| Carriage doors to be kept closed. | 399. (1) All carriage doors that open outwards must be properly closed before permission is given for a train to start. |
| Passengers not to join, or alight from, moving trains. | (2) A passenger must not be permitted to join or alight from a moving train.
(3) Employees must ensure that platform barrows not in use are kept back close to the building or to the wall or fence at the back of the platform, and secured to prevent them from moving. |
| Vehicles to be searched. | 400. A Station Master must ensure that—
(a) each train after finishing its journey, and every vehicle shunted off at the station as an "empty" is carefully searched by an employee and that any articles found therein are taken to him for instructions as to disposal; |

Rules 400, 401 402 and 403

- (b) the windows of all empty compartments are closed, not only while the carriages are standing at stations and sidings, but also, when the trains are running, immediately upon the compartment becoming vacant and that the ventilators are kept open; and
- (c) doors are locked and shutters or blinds drawn on every spare carriage standing at the station.
401. A passenger train must not be stopped at a station where it is not timed to stop, for the purpose of taking up or setting down passengers, without the special authority of the Chief Traffic Manager or District Traffic Superintendent.
402. In the case of a passenger train booked to stop when required and a stop having to be made, the following procedure shall apply, namely—
- (a) where starting signals are provided, the Signaller must keep the starting signal at *Stop* in accordance with sub-rule (2) of rule 70 of these rules;
- (b) where home and distant signals only are provided, the Signaller must keep the home signal at *Stop*, until the train has been brought nearly to a stand, whereupon he must place the signal to *Proceed* and stop the train at the platform, by the exhibition of a *Stop* hand signal; and
- (c) where fixed signals are not provided, the Signaller must admit the train by the use of signal (g) in the table to sub-rule (1) of rule 127 of these rules.
403. (1) Where a Train Examiner is stationed, the Station Master, must, before starting a passenger train, unless there are special instructions to the contrary, satisfy himself that the examina-

Windows of empty compartments to be closed.

Doors, shutters and blinds on spare carriages to be locked or drawn.

Passenger trains not to be stopped where not timed to stop.

Passenger trains booked to stop when required.

Starting signals to be kept at stop.

Home signals to be kept at stop.

Where no fixed signals.

Trains not to be started until in proper condition.

Rules 403 and 404

tion of the train has been completed, and that, so far as the Train Examiner is concerned, the train is in a proper condition and safe to proceed.

(2) Where a Train Examiner is not stationed, the Station Master must take steps to remedy any defect which might interfere with the safe running of vehicles, to remove any defective vehicles from a train or as may be found necessary.

(3) The Station Master must take care that the brake testing, electric, and other communication testing at stations where such duties are performed, has been completed.

Protection of
employees
working on,
or under,
vehicles.

404. (1) A Train Examiner must, before going under a vehicle, take the necessary steps to prevent the vehicle from being moved, whilst an examination or other work is being performed.

(2) Where a Red flag or a Red light has been exhibited for the protection of employees working under or about vehicles,—

- (a) a person other than the person in charge of the work must not remove the Red flag or Red light;
- (b) before removing the Red flag or Red light the person in charge must make certain that *every* employee working under the protection of the signal is clear; and
- (c) whilst the Red flag or Red light is exhibited, a person must not move the vehicles so protected nor shunt others against them.

Persons
working on
vehicles
attached to
a locomotive
to inform
driver.

(3) Where a locomotive or vehicles attached to a locomotive require attention, the employee required to work under them must personally notify the Driver beforehand of that fact; and a person must not move the locomotive or vehicles until the same employee has notified the Driver that all is clear.

Rules 404 and 405

(4) In the event of a Train Examiner finding it necessary to put a Red label, lettered "Not-to-go", on a vehicle in a train which is marshalled and ready to go, he must immediately advise the Guard or Shunter as to what has been done.

(5) Where a vehicle requires repair, but is fit to travel, the Train Examiner must label it on both sides with a Yellow label, lettered, "For Repairs"; and that vehicle must, as soon as practicable, be taken to the place indicated on the label.

(6) The labels referred to in sub-rules (4) and (5) of this rule must clearly show the nature of every defect.

(7) An unauthorised person must not remove a Red or a Yellow label from a vehicle.

(8) After the derailment of any vehicle, it must not be used, until it is certified by a Train Examiner or other authorised representative of the Motive Power Section as fit to run.

405. (1) Where a crane is in use and the jib or any other portion of it obstructs or fouls, or is likely to obstruct or foul, any line in use for traffic purposes, or where, by any possibility, during the loading or unloading of timber, steel, or other articles of great size or length, any running line may be fouled, the person in charge of the work must—

Protection
of trains
against
cranes, etc.

(a) obtain the sanction of both the Station Master and Signaller in charge of the safety of the line, before commencing the work; and

(b) ensure that the proper signals are exhibited until the operation is completed.

(2) Where a crane referred to in sub-rule (1) of this rule has to be used at a siding not protected by fixed signals, the person in charge of the work must ensure that, where necessary, Flagmen are provided to protect the operation, in accordance with rule 529 of these rules.

Rules 405, 406, 407 and 408

(3) A crane must be kept locked or otherwise secured, except when actually in use.

(4) After dusk, or in foggy weather, or where from any other cause a good and distant view of the signals cannot be obtained, an employee must not, unless specially authorised, permit the loading or unloading of timber or other articles of great size or length, if any running line is liable to be fouled by the operation.

(5) Every person loading or unloading goods or otherwise working at a station or siding is under the control of the Station Master, who must, whilst that person is so employed, exercise the same supervision over him as over his own staff.

Horses
working on
railways
to be
secured.

406. Where a horse is used on the railway, the person in charge of the work must ensure that, on the approach, and during the passing of, a train, some person holds the horse's head, whether the horse is drawing vehicles or not.

Private
locomotives
not to be
permitted
on running
lines.

407. (1) Except with the express permission of the Chief Traffic Manager, a person must not permit a locomotive, the property of a private owner, to enter upon a running line.

(2) Before any private locomotive or contractor's wagon is accepted for conveyance on its own wheels, it must be examined by an officer of the Motive Power Section and the transit of the locomotive or wagon must be specially arranged by the District Traffic Superintendent; and Foremen, Guards, and others concerned must satisfy themselves that the requirements of this sub-rule have been complied with, before allowing the locomotive or wagon to travel.

Buffer stops
on dead-end
lines to be
protected by
night.

408. At terminal stations and other places where there are dead-end lines, after sunset and in foggy weather a Red light must be placed on the buffer-stops of arrival lines, so as to be plainly visible to the Driver of an incoming train; and in the event of there being any vehicle near the buffer-stops, a Red light must be shown on that vehicle.

Rules 409 and 410

409. Where an accident or obstruction occurs that affects the working of any running line, the employees concerned must ensure that it is immediately reported to—

Accidents or obstructions to running lines to be reported.

- (a) the next station or signal-box, on each side of the place where the accident or obstruction occurs;
- (b) to the District Traffic Superintendent and Train Controller (*so that notice may be given to Drivers and Guards of approaching trains*);
- (c) to those stations where the starting of other trains is liable to be effected, or delayed by, the accident or obstruction; and
- (d) such other officers as may be required to be advised, in accordance with any special instructions issued regarding notification of accidents.

410. (1) At a signal-box which is switched out or closed during certain periods of the day, the Signaller must not, except where instructions are issued to the contrary by the Chief Traffic Manager, leave duty before the appointed time, nor until the *Train Arrival* signal has been received from the signal-box in advance, for the last train he has to signal.

Signal-boxes not to be closed until precautions taken.

(2) Before the Signaller leaves duty at a Signal-box that is being switched out or at a station which is closing for the day, he must ensure that all—

- (a) point indicators and signal lamps are properly alight;
- (b) signal wires are properly adjusted;
- (c) scotch blocks on lines leading to the running lines are properly secured in position; and
- (d) points are left in the normal position.

Rules 411, 412 and 413

Care to be taken in maintaining signals and lamps.

411. (1) A person cleaning, trimming, or lighting a signal lamp must exercise particular care; and the Station Master must frequently inspect the lamps of fixed signals, to ensure that the spectacles, reflectors, lenses and glasses are kept perfectly clean.

(2) Where fixed signals are installed at places apart from stations, their inspection must be carried out as directed by the Chief Traffic Manager.

(3) The particulars and result of each inspection of a fixed signal must be entered, in the train register book, by the person making the inspection.

PART XXI—SHUNTING.

Shunting drivers to work to signals of guard or shunter.

412. During shunting operations, a Driver must work to the signals given by the Guard, Shunter or other person in charge, only; and a Driver must not move his train, until he has received a signal so given, even though the fixed signals may have been placed at *Proceed*.

Hand signals not to be given so as to confuse other drivers.

413. (1) A person giving hand signals must do so in such a way as to avoid the signals being taken by any Driver other than him for whom they are intended; and where there is more than one locomotive standing in the direction in which the signal is given, verbal instructions must, where possible, be given.

(2) Where a train is being propelled, a Guard, Shunter or other person in charge must ride on the front vehicle and, in the event of the Driver being unable to see that person, one or more Shunters must take up suitable positions in order to repeat, to the Driver, signals received from the Guard, Shunter or other person in charge.

(3) Where, during shunting operations, the Driver is unable to see the fixed signal, the Shunter must observe the indication of that signal and, when it is placed at *Proceed*, exhibit a *Clear* hand signal to the Driver and must receive an acknowledgement, before giving the hand signal to continue shunting operations.

Rule 414

414. (1) Except where carried out by a locomotive specially used for the purpose and attended by an experienced shunter, a person shall not engage in, or permit, double or "fly" shunting.

Double and loose shunting not to be permitted except in certain circumstances.

(2) A vehicle must not be loose shunted (*that is, shunted without remaining attached to the locomotive*) into sidings or upon running lines, unless it is accompanied for a sufficient distance by a competent person, prepared to apply hand brakes to ensure that the vehicle is brought to a stand at the required place, or to prevent its coming into violent contact with other vehicles, or buffer-stops, or fouling other lines, or running away where the line is on a falling gradient.

(3) Loose shunting of a vehicle containing livestock is to be avoided as far as possible, but may be adopted when absolutely necessary, if the brake of the vehicle is in good order, and the movement of the loose wagons is fully controlled by the Guard or Shunter.

(4) A person must not engage in, or permit, loose shunting of a vehicle into a loading dock, beside a goods shed or passenger platform, loading ramp, stage or like place, unless the brake can be applied, without risk of injury to the persons operating them.

(5) Where a vehicle is required to be placed on a mixed train, the person doing so must place one wagon or more at a safe distance from the front portion of the train, and securely braked; and may then loose shunt other vehicles on to the vehicle or vehicles so braked.

(6) A person must not engage in, or permit, loose shunting of a vehicle—

- (a) against a loaded passenger train or a vehicle containing a passenger;
- (b) containing explosives or petrol, fuel oil or other inflammable liquids; or

Rules 414, 415 and 416

- (c) against a vehicle containing explosives or petrol, fuel oil or other inflammable liquids, except as may be provided in local instructions for a station where gravity or hump shunting is in operation.

Vehicles
not to be
left fouling
crossings.

415. A person must not leave a vehicle standing foul of a level crossing.

Responsi-
bilities of
persons in
charge of
shunting.

416. (1) A Guard, Shunter, or other person performing shunting operations is responsible for ensuring that—

- (a) trains or vehicles are clear of all points that may require to be moved;
- (b) vehicles placed in sidings are properly secured to prevent their moving, fouling other lines, being blown out, or otherwise escaping on to a running line;
- (c) on completion of shunting operations—
 - (i) every train or vehicle is left clear of any running lines and within catch points, derailleurs or scotch blocks;
 - (ii) points are left in their normal position and locked, if so required;
 - (iii) scotch blocks, where provided, are placed across the rails and locked in position; and
 - (iv) a vehicle is not left on any running line, through inadvertence;
- (d) all points are in their correct position and properly closed for any movement about to be made over them, before giving the Driver the signal to move;
- (e) except in the case of self-acting, balanced catch or runaway points, hand points are not trailed through, when they are set in the wrong direction for the move about to be made;
- (f) balanced self-acting points are correctly set and held by hand, when reversed, for movements in either direction;

Rule 416

- (g) any points which are motor operated or connected to a lever frame or interlocking machine are not, in any circumstances, trailed through; and
 - (h) the Signaller is given all possible assistance during shunting operations.
- (2) Drivers, Guards, Shunters and others controlling the movement of trains or vehicles over points are equally responsible for ensuring compliance with paragraph (g) of sub-rule (1) of this rule.
- (3) Where a movement is over points worked, bolted, or locked from a signal-box or ground frame, and a fixed signal is not provided for the movement, the Guard, Shunter or other person in charge must—
- (a) receive an intimation orally, or by hand signal or other authorised means, from the Signaller, or person working the ground frame, that the movement may be made; and
 - (b) as far as practicable, ensure that the points are in their correct position,
- before giving a hand signal to the Driver to move.
- (4) Before any vehicle is shunted into a siding—
- (a) the Guard, Shunter or other person in charge must ascertain the position of any vehicles in the siding, and signal the Driver accordingly (*so as to avoid undue impact with those vehicles or the buffer-stops*); and
 - (b) where the view of the line is obstructed by any building or other cause, the Shunter must precede the vehicles, on foot, and satisfy himself that the line is clear.
- (5) The Guard, Shunter or other person in charge must ensure that a vehicle standing in a siding is properly secured and left sufficiently clear of the fouling points of any adjoining sidings or lines, to permit shunting operations to be carried

Rules 416 and 417

on without risk of collision between that vehicle and any vehicle that is being shunted on adjoining sidings or lines, or risk of injury to the staff conducting the operations.

Shunting
into loading
and unload-
ing roads.

417. (1) The Guard, Shunter, or other person concerned must, before a vehicle is moved in, or shunted into, a siding used for loading or unloading traffic or for repairing vehicles, or a goods shed or other building where other vehicles are standing—

- (a) if any of those other vehicles are likely to be moved by the shunting operations,—
 - (i) warn any employee or other person who may be engaged in, about, or between the vehicles; and
 - (ii) direct any person who may be loading or unloading not to remain in or near to vehicles which are likely to be moved by shunting operations;
- (b) satisfy himself that no road vehicle is foul of any of the lines on which shunting operations are about to be performed; and
- (c) take care that the contents are not left in such a condition as would result in their falling when the vehicles are moved.

(2) The Guard, Shunter, or other person concerned must ensure—

- (a) that goods shed doors are fully open and secured by the catches provided, and all is clear before commencing shunting operations on shed lines; and
- (b) that all wagon doors are properly secured by the fastenings provided for the purpose, before being taken into, or drawn out of a shed, or before being moved in, or shunted into, any siding.

(3) Unless otherwise instructed, a person must not move a wagon unless the doors are properly closed.

Rules 418, 419 and 420

418. (1) Except where instructions to the contrary are issued by the Chief Traffic Manager, a Guard or Shunter or other person deputed for the duty must accompany a train or locomotive moving in a shunting yard.

Trains moving in shunting yard to be accompanied by shunter or guard.

(2) Where a locomotive is unaccompanied by a Guard or Shunter, the Driver must, when a fixed signal does not control the move, see the points are in the correct position before passing over them.

(3) The Driver must see that his train is clear after it has been set back into a refuge siding, through a crossover road, or in any similar case where the locomotive is near the points and there is not a Guard or Shunter present. (*See rule 107 of these rules.*)

419. During shunting operations with a train or vehicle, the Guard or Shunter must (*in order to prevent the Signaller prematurely moving the points*) indicate to the Signaller when the last vehicle, or the locomotive (as the case may be) is clear of the points; and must give the indication by a *Clear* hand signal, from the points or as near to them as practicable.

Guard or shunter to inform signaller when last vehicle has passed over points.

420. (1) Where wagons have to be shunted into sidings on a rising gradient, the person in charge of the shunting must limit the wagons to be moved at one shunt to such number as the locomotive can propel, without travelling at excessive speed.

Precautions to be taken when shunting on gradients.

(2) Where shunting wagons at any place on the running line that is on an incline, the Guard or Shunter must, if leaving any part of a train on the running line, see that the van brakes and a sufficient number of wagon brakes are applied and, if necessary, use sprags, to eliminate any possibility of vehicles running down the incline; and vehicles detached from a train must not be left until they are properly secured.

Rules 421 and 422

Precautions
to be taken
on leaving
vehicles on
running
lines.

421. (1) Where a vehicle is detached and left on any running line, or where it is necessary for a train or vehicle to be placed outside a home signal—

- (a) the person doing so must first obtain the Signalman's permission (*in order that the Signalman may keep the necessary fixed signals at Stop and take the proper steps for securing safety*);
- (b) the detached vehicles must be properly secured to prevent their moving; and, at night and during fog, a Red light must be shown at the rear of the vehicles or, where necessary, at both front and rear, until they are placed in a siding or otherwise disposed of; and
- (c) the person in charge of the shunting must ensure that the detached vehicles are properly secured and that the necessary Red light or lights are exhibited, and the Station Master must ensure that this requirement is clearly understood by the persons concerned.

(2) A Signalman must keep a good look-out and, must where he sees that any vehicle has been detached from a train and left on any running line, take the necessary steps to protect it.

Shunting of
passenger
trains.

422. (1) A vehicle must, where practicable, be attached to, or detached from, a passenger train, without the train being moved.

(2) Before any vehicle containing a passenger is shunted over points, the person in charge of the shunting operation must take particular care to ensure that the points are securely set for the line on which the vehicle is required to run and that the line is clear and properly protected.

(3) Where a vehicle is being moved by a locomotive, for the purpose of being attached to, or detached from, a passenger train, the person in charge of shunting must ensure that the continuous brake pipes are connected (*so that the brake may be available during the operation*).

Rules 423 and 424

423. Where it is necessary to move a crane in a station yard, the Guard or Shunter in charge of the operation is responsible for ensuring that the jib and balance box are in the proper position and securely fastened, that the crane does not foul any structure or overhead wire whilst being moved and that side-stays, where provided, are secured in their proper position.

Precautions
to be taken
when
shunting
cranes.

**PART XXII—WORKING OF LEVEL
CROSSINGS.**

424. (1) Lamps on level crossing gates must, when lighted, show a Red light in each direction, along the line, when the gates are closed across it; and those lamps must be lighted from sunset to sunrise and in foggy weather.

Protection
of level
crossings.

(2) Where pedestrian gates are controlled from a signal-box, the Signalman on duty must—

- (a) apply the controlling arrangement whenever it is necessary to prevent persons from crossing the line; and
- (b) exercise particular care when locking the wicket gates to avoid injury to any person who may be in the act of passing through the gateway.

(3) Unless special authority is given to the contrary, the Signalman—

- (a) must keep level crossing gates open for road traffic, except when required to be closed for the passage of a train or vehicle; and
- (b) must not lower the gate stops until the whole of the train has passed over the crossing.

(4) The Signalman must not permit a tractor, bulldozer, road-roller, mobile crane, or other heavy machine, heavy loads of timber or the like, or droves of animals to cross the line, at a time when the safety of an approaching train might be endangered.

Rules 424 and 425

(5) In the event of the line being obstructed from any cause, the Crossing Keeper must take the necessary steps to stop any approaching train.

Warning signals on crossings to be observed by all employees.

425. (1) When passing a level crossing at which warning signals have been installed, the Driver and Fireman of a train must observe the working of those signals and, in the event of any defect being noticed, the Driver must stop the train at the first available telephone point and report the circumstances to the nearest attended station.

(2) Station Masters and Signalmen must observe the working of level crossing warning signals installed in the vicinity of their stations and, in the event of a fault being observed, must take steps to protect the crossing and have the fault remedied.

(3) Every employee, other than such as is mentioned in sub-rule (2) of this rule who becomes aware of the failure of level crossing warning signals must at once advise the nearest attended station or signal-box.

(4) Upon receipt of advice of the failure of a level crossing warning signal, the person receiving the notification must—

- (a) at once advise the Maintainer; and
- (b) arrange immediate protection of the crossing by a Hand Signaller who must remain in attendance until such time as the defect is remedied.

(5) Except where pilot working has been instituted, where a train moving in the wrong direction, on a double line section, is required to pass over a level crossing at which warning signals or automatic gates are installed, unless that crossing is protected in accordance with rule 331 of these rules—

- (a) the Driver must stop the train before it reaches the crossing; and
- (b) the Guard, Shunter or Fireman must protect the crossing before the train is permitted to pass over it.

Rules 425 and 426

(6) Where a vehicle is being propelled or loose shunted over a level crossing at which protecting appliances are not installed—

- (a) the Guard or Shunter must precede the train to the crossing and protect it; and
- (b) the speed of the train when passing over the crossing must be in accordance with the instructions in the General Appendix to the Working Time Table.

(7) Except in case of interlocked gates, a gate which animals or vehicles are approaching must not be opened until the opposite gate has first been opened (*so that the animals or vehicles may cross over without stopping upon the line*).

PART XXIII—WORKING OF TRAINS.

426. A Driver must—

Duties of Drivers.

- (a) be with his locomotive, railcar or rail motor car at such times as may be required and, unless otherwise directed, satisfy himself that his locomotive, railcar or rail motor car is in proper working order;
- (b) have with him a watch, and on his locomotive or tender a complete set of lamps, including a hand signal lamp, a box of not less than 12 detonators, one Red flag, a fire-bucket and such tools or other articles as may be ordered;
- (c) before moving a locomotive, whatever the circumstances, sound the whistle to give notice;
- (d) keep a good look-out, at all times while the locomotive is in motion;
- (e) carefully observe all signals and where, from fog or any other cause, fixed signals are not as visible as usual, reduce speed and use every possible precaution, especially in approaching stations and junctions, so that he is able to bring the train to a stand in the event of the signals being at *Stop*;

Rule 426

- (f) where working ballast trains with men in the wagons, sound the whistle before reducing speed preparatory to stopping;
- (g) not sound the whistle unnecessarily, especially when attached to, or near a passenger train;
- (h) where required by an authorised officer to do anything which may appear unreasonable or in excess of the Driver's duties, carry out those instructions, unless they endanger the safety of the train or require a violation of the rules, and thereupon report the fact to his immediate superior Officer;
- (i) ensure that the Fireman performs his duties properly;
- (j) when not acquainted with any portion of the line over which he has to run, obtain the services of a qualified employee as Pilot;
- (k) not move his train forward towards the starting signal after station work is completed, until that signal is placed to *Proceed*, except when specially ordered to do so by the Station Master;
- (l) not enter upon, set back from, or cross, any running line with his train, without the permission of the Signaller and not then, until the proper signals, where provided, are exhibited for the protection of the operation;
- (m) before starting his train, see that the proper destination boards (where provided), discs and lamps are exhibited on the locomotive or railcar and are in good order and that the lights are lighted and kept alight when necessary;
- (n) in foggy weather, travel cautiously, keeping a sharp look-out for Fog Signallers who will, if the signals are at *Proceed*, show him a *Caution* or *Clear* hand signal as the case may be; and where the fog is

Rule 426

so dense that the fixed signals cannot be seen by him when approaching or passing them, he must, unless he sees the Fog Signalman's hand signal, assume that the fixed signal is at *Stop* and act in accordance with sub-rule (2) of rule 117 of these rules;

- (o) regulate the running of his train or rail-car as accurately as practicable, so as to avoid extreme speed or loss of time;
- (p) when working special passenger or mixed trains, run as nearly as practicable at the same rate of speed as corresponding trains shown in the Working Time Table; the speed of special trains is not to exceed that of those corresponding trains, except when instructions are issued to the contrary;
- (q) as far as practicable, have his Fireman disengaged when approaching or passing stations, signal-boxes or level crossings so that he, also, may keep a good look-out for signals;
- (r) when approaching a station, junction or signal-box, challenge with the prescribed whistle if the signals are at *Stop*; but, if proper signals are exhibited for him to proceed, he need not whistle;
- (s) watch out for hand signals, when passing signal-boxes or stations;
- (t) observe the speed limits and restrictions laid down from time to time in the Engine Load Tables Book and in any notice; *and also take care that normal speed is not resumed until the whole of his train has passed over the point of restriction;*
- (u) ensure the steady passage of the whole train when passing over points and crossings;

Rule 426

- (v) start his train carefully, and pass along the proper line, which, in the case of an ordinary double line, is the left hand side of the permanent way, in the direction in which the train is travelling;
- (w) stop his train with care, paying particular attention to the state of the weather and the condition of the rails, as well as to the length and weight of the train, and to the brake power available; all of which circumstances must receive due consideration in determining when to shut off power and when to apply the brake;
- (x) carefully approach all stations at which his train is required to stop; not stop short of or over-run the platform; and exercise care in passing stations at which he is not required to stop;
- (y) when working a passenger or mixed train which is stopped at signals at a station platform where it is not booked to stop, ignore the placing of the signal to *Proceed* until he receives the Guard's signal to start;
- (z) satisfy himself when a signal is placed to *Proceed* that it refers to the line that he is on and to that on which his train is to run;
- (aa) not move towards a signal that applies to more than one siding, where more than one engine or train is in the sidings at the time, until he has been instructed to do so by the Shunter or other person in charge; and where the Shunter or other person is not in attendance, not move towards the signal, until a proper understanding as to procedure has been reached between all drivers; and, whilst waiting for the signal to be placed to *Proceed*, not allow his train to foul any other line, if that is practicable;

Rule 426

- (bb) while approaching or passing a station, sound the whistle should another train be approaching, stopping, or leaving, or should shunting operations be in progress on an adjacent line; and also sound the whistle to caution workmen on or near the line on which a train is running and on entering a tunnel, to warn all men at work inside; and repeat the whistle, occasionally, when passing through long tunnels; and sound the whistle when entering and passing through deep cuttings situated on curves;
- (cc) not sand when passing over points;
- (dd) sound the whistle if he observes a train or locomotive partially obscured by steam or smoke at a stand on a line adjacent to that on which he is travelling, and, thereupon, approach cautiously, being prepared to stop if necessary;
- (ee) reduce speed to 10 miles per hour or such other speed as may be prescribed by these rules, over the portion of line protected if a *Caution* hand signal is exhibited;
- (ff) on bringing his locomotive to a stand in obedience to signals, if practicable, take care that the locomotive does not stand foul of the points or crossings of any other running line;
- (gg) ensure that every locomotive, whether steam or diesel, that is equipped with N.C.D.A. couplings, is, when coupled up to a passenger or goods train, so coupled by high tensile draghooks; and that, where applicable, buffer heads are screwed together tightly, by means of the tightening screws;
- (hh) promptly afford such assistance with his locomotive as may be required for the formation, arrangement and despatch of his train; and, as the movements of the train for traffic purposes are under the

Rules 426 and 427

- direction of the Guard, pay implicit attention to instructions issued by the Guard, as to the stopping, starting and general working of the train;
- (ii) see that the Guard or Shunter is present before moving a train to shunt;
 - (jj) before booking off duty, enter in the book or books provided for the purpose any repairs to his locomotive, railcar or rail motor car that may be required, and also record on his daily running statement any circumstances that are required to be brought under notice;
 - (kk) where a light engine is unaccompanied by a Guard or Shunter, satisfy himself that the points are in the proper position; and
 - (ll) where pilot working is in operation, read the pilot working form held by the Pilot-man.

**Duties of
Drivers and
Firemen.****427. A Driver and a Fireman must—**

- (a) except where otherwise provided by these rules, not permit any locomotive to be in motion on any running line unless both are upon it;
- (b) when on duty, not leave their locomotive, except as directed in these rules, or where special instructions to the contrary are issued, unless a qualified man is left in charge of it, or the locomotive is in a siding and out of gear, with the hand brake hard on, cylinder cocks open, and the boiler safe, or the locomotive is shut down and controls removed;
- (c) before commencing their day's work and also before running additional trips, where practicable, ascertain, from the notices posted for their guidance, whether there is anything requiring their special attention on those parts of the line over which they have to travel; and also examine all special train notices at pooling stations or

Rules 427 and 428

depots where they may remain for a time, and, where practicable, before going off duty, ascertain the time at which they are again required to be on duty;

- (d) take care that the coal on the tender is not stacked above the prescribed height and that it and the boxes, fire irons and tools which are carried on the tender are so placed that they will not fall off, when the locomotive is in motion;
- (e) pay immediate attention to and obey all signals, whether the cause of the signal being shown is known to them or not;
- (f) be vigilant and cautious and not trust entirely to signals;
- (g) promptly obey the instructions of Station Masters;
- (h) not throw out hot water, fire or cinders whilst standing at, or passing over, points, bridges, viaducts, level crossings or through tunnels;
- (i) after taking water from tanks or water columns, leave the hose, trough, or water crane clear of the lines and properly secured;
- (j) so arrange the fire as to avoid any unnecessary emission of smoke or steam from the locomotive, while standing at, or passing, stations; and
- (k) frequently during the journey, especially when passing stations or signal-boxes, look back to see that the whole of the train is following in a safe and proper manner; and watch out for any hand signals that may be exhibited.

428. A Fireman must—

- (a) in all instances, be under the directions of the Driver, and promptly obey his instructions; and

**Duties of
Firemen.**

Rules 428 and 429

- (b) when not necessarily otherwise engaged, observe and obey all signals and keep a good look-out, while ever the locomotive is in motion.

**Duties of
Guards.****429. A Guard must—**

- (a) where two Guards are provided on a train, see that the Assistant Guard obeys his instructions, also that the Driver is informed that an Assistant Guard is with the train;
- (b) be in attendance at the station from which he is to start, at such time as may be specially fixed before departure time of his train;
- (c) before starting with his train, examine the notices to see whether there is anything requiring his special attention on those parts of the line over which he has to work; and also examine all special train or other notices at pooling stations or depots where he may remain for a time, and when practicable before going off duty, ascertain the time at which he again is required on duty;
- (d) have with him a watch, whistle, all necessary keys, safeworking forms, a Red and a Green flag, a box of not less than twelve detonators, a hand signal lamp which must be lighted where necessary, a disc and such other articles or flags as may be ordered;
- (e) when in charge of a passenger train, satisfy himself, before starting, that all vehicles are fitted with continuous brakes, that vehicles are properly coupled and labelled, that the train is provided with necessary discs, tail, and side lamps, and that the continuous brake is in working order;

Rule 429

- (f) see that the proper discs, tail and side lamps are exhibited and that they are moved to their proper places on the train, in the event of a vehicle being attached or detached at the rear of the train, at an intermediate station;
- (g) ensure that the continuous brake, passenger communications and other couplings between vehicles are properly adjusted after shunting is performed and before allowing his train to start again;
- (h) ensure that the doors of the carriages and other vehicles are properly closed and fastened, and, in case of any unusual stoppage, ensure that the passengers do not alight except when alighting is necessary;
- (i) assist the staff at stations in the prevention of passengers travelling in a class superior to that for which they have paid fare or leaving the train for the purpose of rebooking by the same train to evade payment of the proper fare; and assist the staff generally in detecting fraudulent travelling;
- (j) make a note of any carriage in a dirty or defective condition or with the upholstery torn, windows broken, or any deficiency in, or defective condition, of roof, side, or tail lamps (*any statement of such defect existing before the starting of the train will not be accepted unless the attention of the Station Master has been called thereto and a Guard will be held responsible for all defects of this kind found upon the arrival of the train and not reported*);
- (k) obey the instructions of the Station Master, when the train is within the limits of a station;
- (l) when working passenger and mixed trains, after the safeworking of the train has been attended to, give his next attention to the

Rule 429

luggage, parcels, mails, and other packages entrusted to him, as well as hand parcels which have to be put out to the employee appointed to receive them; and obtain a receipt in the Guard's Book for the value parcels delivered to him; and sign in the receipt book for the value parcels transferred to his care;

- (m) on the arrival of the train at a terminus, not leave until he has delivered over the luggage and parcels and mails, together with the waybills relating thereto, to the persons appointed to take charge of them; and not allow any unauthorised person to enter a brake-van or luggage compartment;
- (n) immediately report to the Station Master the fact that any article or articles are missing;
- (o) where an unusual circumstance of any kind has occurred on the journey, make out a special report, before leaving duty; and deliver the report to the Station Master to be forwarded to the District Traffic Superintendent;
- (p) when on duty and riding in a train other than the one he is appointed to work, if required, in an emergency, or if directed by a person in charge, render any assistance necessary in the working of the train by which he is travelling, and obey any instructions received from the Guard in charge of that train;
- (q) when on duty and waiting at a station, assist with luggage, parcels, and any other duties to facilitate the despatch of trains;
- (r) at stations, sidings, or platforms where there is no Signaller on duty, properly secure points and scotch blocks and attend the working of the signals, and also secure vehicles left in the sidings;

Rule 429

- (s) when in charge of a mixed or goods train, satisfy himself before starting and during the journey that the vehicles composing the train are properly lighted, labelled, marshalled, coupled and sheeted;
- (t) see that there are the prescribed number of vehicles with vacuum brake cylinders in working order, on his train;
- (u) carefully examine the loading of the vehicles on his train and of any that may be attached on the way and, where any vehicle becomes unsafe from the shifting or disarrangement of the load, at once have the load adjusted or the vehicle removed from the train;
- (v) report all irregularities;
- (w) before leaving sidings and other places, carefully examine the doors of vehicles to see that they are properly secured by the fastening provided for the purpose;
- (x) not attach to his train any vehicle which he considers is unsafe to travel;
- (y) when working a goods train, unless instructions are issued to the contrary, not leave the train until he has handed it over to the Guard who is to relieve him or to the station staff;
- (z) when attaching wagons of livestock, see that every door fastening is secured and on the journey avoid unnecessary shunting of such wagons, and ensure that the shunting, when required, is done as gently as possible;
- (aa) when working a train by which livestock is conveyed, carefully examine the animals, from time to time, and satisfy himself that they are travelling safely; and where they are found down or requiring attention, take steps to have them put right as soon as possible and report the circumstances,

Rule 429

giving the numbers of the wagons and the name of the forwarding and receiving station;

- (bb) examine loads of livestock received from other railway systems to see that they are in good condition when accepted; and, in the case of injury or death, draw the attention of the employees of the other systems to the fact at the time;
- (cc) when receiving delivery of rolling stock in a damaged condition, the property of another railway or private owner, or of Government rolling stock arriving off private lines, draw the attention of the Station Master to the circumstances so that it may be noted;
- (dd) not take on wagons loaded with goods liable to be set on fire by sparks or hot cinders, unless those wagons are properly covered by tarpaulins;
- (ee) when using a van with a stove in it, take care before leaving duty, that the fire in the stove is entirely extinguished, unless the van has to be sent out again immediately, in which case a small fire may be allowed to remain, all necessary precautions being taken to avoid damage arising therefrom;
- (ff) see that wagons detached *en route* are placed at the most suitable point for loading or discharge; and see that wagons already in the sidings are left in an accessible place;
- (gg) report any instance where a wagon is not sealed in accordance with instructions, and have the wagons properly sealed, at the first opportunity; and
- (hh) report to the nearest Station Master the number, class, destination, and particulars of loading, where a wagon is detached for any defect.

Rules 430 and 431

430. (1) Unless absolutely necessary, a Driver must not bring a train to a stand where there are runaway catch points or other spring points, until the last vehicle of the train has passed over those points.

Movement
of trains.

(2) Where a train is brought to a stand on, or immediately ahead of, runaway catch points or other spring points, the Driver must not move his train in either direction, until he has satisfied himself, or has received intimation from the Guard, that it is safe to do so.

431 (1) In the event of one of a Driver or Fireman becoming incapacitated whilst on duty, the other of them must take the train to the nearest station in advance, and there consult with the District Locomotive Superintendent or other Locomotive Officer, or, in his absence, with the Station Master, as to the condition of the incapacitated Driver or Fireman and the working of the train during the remainder of the journey.

Incapaci-
tated Drivers
or Firemen.

(2) Where the Driver or Fireman becomes incapacitated before a train leaves a station, the train must not be permitted to depart, without the authority of the Station Master, whose attention must be directed to the condition of the employee concerned.

(3) In the case of a Driver of a diesel railcar being, from any cause, incapacitated from performing his duty during the journey, the Guard must communicate by portable or other telephone with the nearest station or depot.

(4) In the operation of a diesel railcar or diesel locomotive, on which the deadmans device is fitted, a person must not handle the device except in the approved manner, and must not use any method of operating the device that impairs its unrestricted operation.

Rules 432 and 433

Locomotives
operated in
multiple.

432. Where locomotives are being operated in multiple, (*that is, where one crew is in control of, and operating, more than one unit*)—

- (a) employees must regard the multiple unit for the purposes of train signalling and operation as one locomotive; and
- (b) by day, a Yellow disc with the letter "M" on it must be exhibited on the front of the leading unit, on the left hand side of the buffer; and, by night, an additional White light must be exhibited in the same position, for the information of station staff *en route*.

Assisting
locomotives
not to leave
train.

433. (1) Where one or more locomotives are employed to assist a train in the rear, they must not, except when in possession of the bank engine key, the half-pilot key as authorised by rule 256 of these rules, or unless authorised by the Chief Traffic Manager, be permitted to leave the train, except at a crossing station, a staff station, or a block station that is switched in.

(2) Where a train is assisted by a locomotive in the rear—

- (a) the Guard must—
 - (i) remove the tail disc or tail lights from the rear vehicle;
 - (ii) when the assisting locomotive leaves the train, replace the tail disc or tail lights, where practicable, within view of the Signaller, (*to remind him that the assisting locomotive has been detached and in order to prevent the train being signalled to the signal-box in advance as having passed without tail disc or lights*); and
 - (iii) in the event of the assisting locomotive, from any unauthorised cause, leaving the train between two block or staff stations, and the train proceeding without it, take care not

Rules 433, 434, 435 and 436

to replace the tail disc or lights, until the train has passed out of sight of the Signaller at the next block or staff station, and use every endeavour to intimate to the Signaller at such block or staff station that the assisting locomotive has been left in the section; and

- (b) when the Driver of the locomotive in front has received the Guard's signal to start and has satisfied himself that the necessary fixed signal has been exhibited, he must call the attention of the Driver in the rear of the train by giving *two long whistles*, which must be acknowledged by the latter Driver by repetition, and, until the whistles have been given and acknowledged, the Drivers must not move either the train locomotive or the assisting locomotive forward.

434. Where two or more locomotives are employed to draw a train, a person must not uncouple them except at a crossing station, a staff station or a block station that is switched in, and then only when the locomotives have been brought to a stand.

Locomotives not to be uncoupled.

435. Where two or more light engines have to pass at the same time through a block or staff section, the Drivers must ensure—

Light engines passing at same time through a block or staff section.

- (a) that the engines are coupled together before entering that section;
- (b) that the continuous brake pipes are coupled; and
- (c) that the locomotives are not uncoupled, except at a crossing station, a staff station or a block station that is switched in.

436. Where it is necessary to detach one locomotive from another on any running line, the Driver of each locomotive requiring to be detached must, unless instructions are issued to the contrary, before uncoupling, orally communicate with the

Drivers to communicate with Signaller.

Rules 436 and 437

Signalman and make him clearly understand what is about to be done and in what direction the uncoupled locomotive or locomotives are required to proceed.

Goods trains
may be
coupled
together.

437. (1) To facilitate the working of traffic, two goods trains may, in clear weather, and where specially authorised by the Chief Traffic Manager or District Traffic Superintendent, be coupled together, the locomotive of the second train being attached to the brake-van of the first train, and be worked forward as one train; and, in that case, the automatic vacuum brake must be connected between the two trains and be controlled by the Driver of the leading locomotive.

(2) At a place where special authority is given for two trains to be coupled together—

- (a) the Signalman must decide as to the coupling of the trains together; and
- (b) before the locomotive of the second train is attached to the brake-van of the first train, the Guard of the first train must satisfy himself that the Driver of his own train is aware of what is about to be done.

(3) When the Driver in front has received his Guard's signal to start, and he has satisfied himself that the necessary fixed signal has been exhibited, he must call the attention of the Driver of the second train by giving two long whistles, which must be acknowledged by repetition from the rear locomotive; and, until those whistles have been given and acknowledged, the Drivers must not move either locomotive forward; and the Guard of the first train must not give the signal to start until he has exchanged signals with the Guard and Driver of the second train.

(4) The Guard of the first train must remove the tail signals and side lamps at the rear of the first train as soon as the trains are coupled together, and must not replace them, until the trains are again divided.

Rules 437, 438 and 439

(5) The trains must not be divided, until they have been brought to a stand at a crossing station, a staff station, or a block station that is switched in, whereupon the Guard of the first train must—

- (a) uncouple the locomotive of the second train from the brake-van of his train; and
- (b) replace the tail signals and side lamp in their proper position.

(6) Where trains are coupled together, they must be signalled specially in such a manner as may be arranged, and a Signaller, after receiving such special signal, must not give the *Train Arrival* signal to the signal-box in the rear, until both trains have passed out of the section.

(7) A person must not send coupled trains to any station or siding unless he knows that they can be dealt with there.

(8) The Guard of each train must ride in the brake-van at the rear of his own train.

(9) Whenever either Driver of coupled trains finds it necessary to stop, he must sound his whistle as a signal to the other Driver to shut off power.

(10) In foggy weather a person must not couple trains together.

438. Drivers must exercise special care, in starting or stopping a train drawn by two locomotives, to prevent the breaking of couplings.

Drivers to exercise special care.

439. (1) In the event of a passenger or a mixed train over-running, or stopping short of the platform of a station where a stop is required,—

Passenger or mixed trains over-running platform.

- (a) the Driver must not move the train back or draw it forward until he receives instructions from the Guard in charge to do so;

Rules 439, 440, 441 and 442

- (b) the Station Master, Guard, and other employee must, at once, take steps to prevent passengers leaving the carriages that are not at the platform;
- (c) as soon as the Guard in charge has satisfied himself that all doors are closed, and that no passengers are entering or leaving the train, he must instruct the Driver to set back or draw up to the platform, as may be required; and
- (d) the Driver must sound the whistle before moving the train.

(2) In the event of the whole of a train running past the platform, the Guard must not give instructions to the Driver to set the train back, without the authority of the Signaller.

Transit of
packages
forbidden,
unless
authorised.

440. A Guard or other employee is forbidden to carry packages of any description, either for himself, his friends or the public without proper authority, in writing, for the free transit thereof, or unless such package is properly entered on a waybill; and a Guard must compare the parcels with the waybills, and note on the latter any defect or discrepancy.

Signatures
on waybills
to be legible
and in full.

441. A person giving his signature on waybills and mail, value, and other receipts, must do so legibly and in full, and must not, in any circumstances, use initials only.

Time and
signals for
starting
passenger or
mixed trains.

442. (1) A passenger or mixed train must not be permitted to depart before the time stated in the Working Time Table.

(2) The Guard's signal—

- (a) for starting a passenger or mixed train must be a Green flag, by day, and a Green light, by night, after an intimation has been given by the Station Master that all is right for the train to proceed; and

Rule 442

- (b) that he has rejoined the brake-van of a passenger or mixed train must be the exhibition of a Green flag, by day, and a Green light, by night.
- (3) A Driver must acknowledge a Guard's signal under sub-rule (2) of this rule, by a short whistle from the locomotive.
- (4) Where there are two or more Guards, the signal to the Driver to start must be given by the Guard nearest the locomotive, after he has exchanged signals with the Guard or Guards in the rear, who must first have received intimation from the Station Master that all is right for the train to proceed.
- (5) A Station Master signalling that all is right for a train to proceed must do so by hand signal by day, and at night by a hand lamp, showing a White light, held steadily above the head.
- (6) Where any train is stopped from any cause, the Driver—
 - (a) must not again start, until he has exchanged hand signals with the Guard, or where there is more than one Guard, until he has received a signal from the Guard nearest the locomotive, who must first exchange hand signals with the Guard in the rear; and
 - (b) may gain the attention of the Guard, for this purpose, by giving a short whistle on the locomotive.
- (7) After being stopped and again starting, a Driver must satisfy himself that the Guard has rejoined the train by obtaining the prescribed hand signal.
- (8) Except where otherwise provided, goods trains may be run before the times specified in the Working Time Table, if the line on which they have to run, and the station and sidings at which they are booked to stop will be open and ready for traffic

Rules 442, 443 and 444

purposes, by the time they arrive, and the next station or passing siding can be reached without causing delay to other trains.

(9) The signal for starting a goods train, is given by the Guard exhibiting a Green hand signal, by day, and a Green light held steadily above the head, by night; by day, the signal may be given by the Guard holding one arm in a horizontal position; where there are two or more Guards the signal to the Driver to start must be given by the Guard nearest the locomotive, after he has exchanged signals with the Guard or Guards in the rear.

Drivers to see that correct fixed signal is placed to Proceed.

443. Where a train is about to leave a station, siding or platform, the signal to start given by the Guard merely indicates that the station duty is completed and, before the Driver starts the train, he must see that the correct fixed signal, where provided, is placed to *Proceed*, and satisfy himself, by observation, that the line ahead is clear; when starting, the Fireman must look back to see that the whole of the train is following in a safe and proper manner, and to receive any signal from the Station Master or Guard that may be given.

Goods trains to stop at places specified in Working Time Table.

444. (1) A goods train must stop at the places specified in the Working Time Table unless, on approaching a station or siding—

- (a) the fixed signals are exhibited for the train to proceed;
- (b) a Green hand signal, held steadily in the hand, is given to indicate that it is not necessary for the train to stop; and
- (c) a Green hand signal is given by the Guard to the Driver,

and, when this is done, the train may run past the station or siding, without stopping.

(2) In the case of a Goods train timed to stop at a station or siding when required, the Driver of that train must stop at the station or siding unless

Rules 444, 445 and 446

he receives a Green hand signal from the Guard, held steadily in the hand, to proceed without stopping.

445. (1) Employees must couple the carriages and wagons on all trains properly by the use of the centre coupling, and by the side chains and continuous brake (where provided); and in all cases must place the bridle (where provided) over the drag hook.

Carriages and wagons to be properly coupled.

(2) A station Master at an intermediate station must, as far as practicable, observe the state of the couplings (including continuous brake, and all electrical and other couplings) on the arrival of a train, and cause the adjustment of any coupling that may be necessary.

446. (1) Relief trains (when proceeding to clear the line), express and passenger trains take precedence over all other trains, and mixed, livestock and goods rank next in precedence and ballast trains must be worked so as to keep clear of all other trains.

Relief trains, express and passenger trains to have precedence.

(2) A Signalman must exercise great care in dealing with a goods train running immediately in front of a passenger train; and must be prepared to shunt it where there is any possibility that the passenger train will be blocked.

(3) Before permitting a goods train to leave, a Signalman must ascertain from the Signalman at the station in advance whether he is prepared to shunt the train into the siding, in the event that a more important train is to follow.

(In many cases it is advantageous to keep a slow goods train back until the more important trains have departed; this prevents unnecessary shunting to clear the main line.)

(4) A goods train must be shunted out of the way of a passenger train; and goods, and ballast trains must also be shunted out of the way of fast goods and livestock trains, at block or staff stations, in sufficient time to prevent the passenger, fast

Rules 446 and 447

goods, or livestock train (as the case may be) being delayed by the signals, either at the station where the train is being shunted or at the station in the rear; on sections where Train Control is in operation, the precedence of trains must be determined by the Controller.

(5) Wherever there is sufficient siding accommodation to contain a train it must not be shunted from one running line to another, but always from the running line into the siding.

(6) Except where instructions to the contrary are issued, a Signaller must always keep sidings and loops used for the passing or crossing of trains in readiness for the immediate and safe entrance of any train that may have to be passed or crossed by another train.

Guards to
ride in rear
brake-van.

447. (1) Unless special instructions to the contrary are issued, the Guard must always ride in the rear brake-van, and where there are two Guards the Guard must ride in the rear van, and the Assistant Guard as directed.

(2) The Guard, or, if more than one, the Guards, must keep a good look-out, and where there is any reason to apprehend danger, must bring the train to a stand.

(3) In the case of a train not fitted with the continuous brake, or where the continuous brake has failed—

- (a) the Guard must apply his hand brake, as soon as he becomes aware that the Driver is applying his;
- (b) the Driver, when he requires the special assistance of the Guard's hand brake, must give two short whistles, repeated at frequent intervals and the Guard or Guards must immediately apply the brakes;
- (c) the Guard of a mixed or a goods train must, where necessary, fasten down a sufficient number of vehicle hand brakes before descending steep grades, taking care not to skid the wheels; and

Rules 447 and 448

- (d) the Guard must apply his brake when a train is approaching a station at which it is timed to stop, at too great a speed.

448. (1) A Driver must not use his locomotive or railcar to propel any vehicle or vehicles upon any running line, except as follows, namely—

Drivers not to propel any vehicle upon running line.

- (a) where within station limits or shunting outside station limits on a running line, for station work, in accordance with the rules;
- (b) where specially authorised by the Chief Traffic Manager;
- (c) where authorised by the Chief Civil Engineer or his duly qualified officers;
- (d) under special regulations, where assisting on up grades;
- (e) where a train, or a portion of a train, is left upon any running line and the locomotive crosses behind it;
- (f) where, owing to mishap, a train has to return in the wrong direction, to the signal-box in the rear;
- (g) in the case of a locomotive or railcar being disabled, a following locomotive may push the train slowly to the next siding or cross-over road (*see rule 393 of these rules*), at either of which points the pushing locomotive must, if practicable, be transferred to the front;
- (h) where the line is blocked and trains are being worked to the point of obstruction, on one or both sides;
- (i) in the case of ballast and breakdown trains, where the line is obstructed and it is necessary for the purpose of clearing the line to push the train between any block or staff stations, and authority cannot be promptly obtained;
- (j) where required to assist in starting a train from a station; and

Rules 448 and 449

- (k) where a railcar is being operated from the controls installed in the driving compartment of a non powered vehicle, in which case the rail car may be used to propel that vehicle on any running line if the driving compartment is at the front of the train.

(2) Paragraph (i) of sub-rule (1) of this rule is not, except in cases of extreme emergency, to be availed of, where heavy grades are concerned, without special permission from the Chief Traffic Manager.

(3) Where locomotives are to propel vehicles on running lines, in accordance with the provisions of sub-rule (1) of this rule—

- (a) the Station Master at the station from which arrangements are made to propel the train, and the Guard and Driver of the train which is being propelled, must satisfy himself that effective precautions are taken to prevent vehicles breaking away when descending gradients;
- (b) the Guard must ride in the leading vehicle, giving the Driver such hand signals as may be necessary; and
- (c) the Driver must—
 - (i) keep a sharp look-out ahead, so as to be prepared to act on any signal given by the Guard; and
 - (ii) sound his whistle freely, when entering cuttings, where his view of the line is obstructed, and when approaching level crossings, to warn employees and others of the approaching train.

Locomotives
to be coupled
before empty
train is
moved.

449. In propelling an empty train, carriage, or vehicle of any kind, out of a terminal station or other place, on to a running line, the Driver must ensure that his locomotive or railcar is coupled to the empty train, carriage or vehicle and must go

Rules 449, 450, 451 and 452

back with the empty train, carriage or vehicle, which must be brought to a stand before the locomotive is detached; the Guard or Shunter must be in attendance, before trains or carriages are moved to shunt.

450. Where any vehicle has been detached from a passenger train, the Guard must, unless a Shunter is in attendance to take charge of it, see that the vehicle is so secured as to prevent it moving.

Vehicles detached to be properly secured.

451. An employee must not rely upon the continuous break to secure any vehicle, after the vehicle has been detached from a locomotive, rail-car, or train.

Braking of detached vehicles.

452. (1) Where a train has been brought to a stand on a running line, and it is necessary for the locomotive to be detached from the train, the Guard must, before the locomotive is uncoupled—

Precautions before locomotives are detached from trains.

- (a) satisfy himself that the van brakes have been put on securely;
- (b) where the line is not level, apply a sufficient number of vehicle brakes and place one or more sprags in the wheels of the vehicles next to the rear brake-van, in the case of an ascending gradient, and of the foremost vehicles, in the case of a descending gradient, to prevent the possibility of the train or vehicles moving away; the number of sprags must be regulated by the steepness of the gradient, the number of vehicles, their loads and the state of the weather and rails; and
- (c) in addition to complying with the requirements of paragraphs (a) and (b) of this sub-rule, where the continuous brake is in operation, apply it to that portion of the train left standing on the running line, but not rely on the continuous brake, to prevent the train from moving.

Rules 452 and 453

(2) The locomotive or any portion of a mixed or goods train must not be uncoupled, for shunting or other purposes, at roadside stations or sidings, until the Guard has secured the train according to the provisions of this rule and has given the necessary signal.

Shunting
of trains.

453. (1) Where a train is shunted into a siding after sunset, or in foggy weather, for another train to pass, the Guard must remove or dispose of the tail lamps, so that the Red lights are not exhibited to a following train.

(2) Where a train has to be shunted from one running line to another, to allow a following train to pass, the Driver must set the first train well within the home signal (*so as to be effectively protected by it from any approaching train*).

(3) Before any train is shunted from one running line to another which is normally used for traffic from the opposite direction, the Driver must, after sunset or in foggy weather, exhibit a Red headlight in front of the locomotive (or tender if running tender first), so as to face a train coming from the opposite direction, and must extinguish all other headlights which the locomotive may be exhibiting; and he must keep the Red light exhibited until the whole of the shunted train has again been placed on its proper running line.

(4) Immediately a train has been shunted from one running line to another, the Guard (in the case of a train) or the Driver (in the case of a light engine) must extinguish the tail lights.

(5) Before the train re-crosses to its proper running line, the Guard (in the case of a train) or the Driver (in the case of a light engine) must re-light the tail lights.

(6) Where it is necessary for the locomotive or railcar to be detached and to leave its train standing on the wrong line, the Guard in charge must place a Red light on the front vehicle of the train

Rules 453 and 454

so left, and the Driver is responsible for seeing that this is done before removing his locomotive from the train.

(7) Where the locomotive has to remove a portion of the train, the Guard must ensure that a Red light, as provided by sub-rule (6) of this rule, is exhibited on the front vehicle of the rear portion, before the front portion is removed.

(8) In the case of a train or vehicle required to be shunted from a siding on to a running line, or from one running line to another running line, and to stand there, the Shunter or other person in charge must, after sunset or in foggy weather, ensure that a Red light is placed on the end of the train or vehicle, so as to face any train that might be approaching on the same line.

(9) On single lines, after sunset, or in foggy weather, where a train is standing on a running line, waiting for a following train to pass, and the former train is clear of the fouling points, the Guard must reverse the side light, and where it is not nearest the clear running line, place it there, so as to show a White light to the Driver of the approaching train.

(10) Where a train is standing on a running line, waiting to cross a train approaching from the opposite direction, and the former train is clear of the fouling points, the Driver must place a White light on the buffer of his engine or (if running tender first) tender, nearest the clear running line, and a Red light on the buffer farthest from the clear line.

454. (1) Before moving any travelling crane, the person in charge of it must see that the jib is properly lowered and secured, and so fixed that it will pass under the loading gauge and that the balance box is properly secured; and where the crane has to be conveyed by train, it must, where practicable, be so placed that the jib points towards the rear of the train.

Travelling
cranes.

Rules 454, 455 and 456

(2) Where a travelling crane is being forwarded—

- (a) the person doing so must, where practicable, forward it by goods train only;
- (b) the Station Master, and the Guard of the train, must, before it is attached to a train, ensure that all the fastenings supplied for securing the jib and balance-box, and, where provided, the side-stays of the wagons, are in good condition and secured in their proper position and that the necessary safety wagons are provided;
- (c) the Guard must inform the Driver, before starting, that the crane is being forwarded by the train;
- (d) at each stopping place on the journey, the Guard must satisfy himself that the fastenings are secure;
- (e) Train Examiners must also inspect the fastenings in addition to performing their normal vehicle examination; and
- (f) if any defect exists in any of the fastenings, the crane must not be attached to a train, but, if *en route*, the fastenings must be made good or the crane detached.

Chains and
appliances
to be
examined.

455. A Station Master, Guard, and Shunter must take care that no timber wagon, boiler wagon or other vehicle provided with chains or other appliances is allowed to leave a station or siding, without the chains and appliances being first carefully examined and made perfectly secure and safe, and the Guard is held responsible for seeing that they remain so during the journey.

Despatch of
long articles.

456. (1) A person must not despatch long pieces of iron, rails, piles, telegraph poles or other long articles from stations or sidings, unless the load is bound together by suitable lashings and properly secured to the wagons with ropes or chains.

Rules 456 and 457

(2) Guards and Shunters must carefully examine loads of this description at places where the train stops, to see whether they have shifted or require adjustment; and if so, the wagons must not be taken on until the loads have been made secure.

(3) In case of loads of exceptional character as regards dimensions or weight, especially when sent from private sidings, employees must exercise special care to see that the loading is secure and within the prescribed dimensions; they must consult the Mechanical, Civil Engineering and Traffic Branches when necessary and have the loads inspected by an experienced person before being despatched.

(4) A person must not convey wagons loaded with locomotives, boilers, long timber, rails, exceptionally heavy or lengthy material, boiler or oil tank wagons, whether empty or loaded, by passenger train, unless authorised by the Chief Traffic Manager, and not by mixed train, where a goods train is available.

457. (1) Employees must ensure that the loading on wagons is not higher or wider than the limits of the loading gauge and, except where authorised by the Chief Traffic Manager or District Traffic Superintendent, not permit vehicles with loading outside those limits to travel.

Out-of-gauge loads.

(2) Where it is necessary for traffic which exceeds the limits of the loading gauge to be forwarded—

- (a) the load must be examined by an officer of the Civil Engineering Branch and of the Motive Power Section who, if the load is safe to travel, must issue, to the District Traffic Superintendent, a certificate granting permission for movement and setting out any restrictions that are to be applied during the journey;

Rules 457 and 458

- (b) on receipt of a certificate under paragraph (a) of this sub-rule, the District Traffic Superintendent must issue the necessary directions for the forward movement of the load notifying all concerned of the restrictions to be applied; and until these instructions are issued the out-of-gauge load must not be forwarded;
- (c) the Guards and Drivers of all trains in which loads beyond the loading gauge limits are conveyed must be advised in writing by the Station Master that the out-of-gauge load is attached to the train and of the restrictions that apply to its movement; and a signature must be obtained from the Guard and Driver on a copy of the advice;
- (d) an out-of-gauge load must be examined by the Guard at every stopping place *en route* to see that it is travelling safely and has not moved on the wagon; where movement is detected, or where, from any cause, the load appears to have become unsafe, the Guard must detach the wagon from the train and advise the District Traffic Superintendent, by telegram, stating the train number, wagon number, destination, and name of the station or siding where detached; and
- (e) Car and Wagon Examiners at examining stations *en route* must specially examine wagons conveying out-of-gauge loads and particularly note the condition of the load; and where there is any doubt regarding safety, the wagon must be stopped and the load re-measured and, if necessary, adjusted.

Drivers or
Guards to
report
irregularities
or
obstructions.

458. (1) In the event of a Driver or Guard observing any irregularity in the working of signals, or observing any cattle or other obstruction on the line, or any defect in the signals, works, permanent way, or telegraph line, he must report the

Rules 458, 459 and 460

matter at the first station at which the train stops; and where the circumstances are of a serious nature he must stop the train at the first station or signal-box and give the information; and, if necessary, he must also stop the train, before reaching the station or signal-box, to give the information to Repairers or other employees.

(2) The Driver must, where he sees cattle on the line, or observes anything wrong on the line adjacent to that on which his train is running, sound his whistle and exhibit a *Stop* signal to any train he may meet; he must also, when practicable, place detonators on the adjacent running lines.

(3) At the end of his journey, the Driver must report any of the circumstances mentioned in this rule, in writing, to his Foreman, or other employee in charge and the Guard must make a similar report.

459. (1) A Driver seeing a fire by the side of the line, or on any adjoining land, must—

Fires to be reported.

- (a) signal the fact to the nearest Repairers, by giving a series of long and short whistles; and
- (b) make a special written report, on arrival at his destination.

(2) A Guard seeing a fire by the side of the line, must—

- (a) endeavour to attract the attention of the Repairers to that fact; and
- (b) make a special written report, on arrival at his destination.

460. In the event of a complaint being made as to the running of any carriage, the Guard must—

Faults in running of carriage.

- (a) inform the Station Master, Driver, or first Train Examiner he may see;
- (b) make a special report, giving the number and class of carriage; and

Rules 460, 461, 462, 463 and 464

- (c) where he has reason to apprehend danger from that carriage, before it can be inspected, have it detached from the train.

Passenger
carriages
attached to
goods train.

461. Unless otherwise instructed, a Guard must place passenger carriages attached to a goods train next to the rear brake-van.

Wagons
without
buffer
springs.

462. A person must not, under any circumstances, attach a wagon without buffer springs to a passenger or mixed train; but this rule does not apply to ordinary wagons with buffer springs which have been damaged and for which permission has been given to run attached to the rear of a train.

Trains not to
run without
brake-van.

463. (1) Metropolitan Suburban passenger trains may run between Fremantle, Perth, Bellevue, and Armadale without the brake-van in the rear.

(2) No train, other than such as is mentioned in sub-rule (1) of this rule, may run on any running line outside station limits, without a brake-van in the rear, unless authorised by the Chief Traffic Manager; and every train so running must, unless otherwise directed by the Chief Traffic Manager, be provided with a competent man, equipped with the proper signals, to ride on the last vehicle.

Removal of
trains from
running line.

464. Where it is necessary for any locomotive to run round a train between two signal-boxes, for the purpose of removing it from any running line, or where a train has to be removed by another locomotive attached to the rear,—

- (a) the Guard of the train locomotive going forward, or a Shunter, must inform the Signaller of what is about to be done;
- (b) at night or in foggy weather, the Guard or Shunter must place a lamp showing a White light on the leading end of the vehicles from which the locomotive has been detached; and
- (c) in the event of a vehicle being attached to the end of the train from which the locomotive has been uncoupled, the Guard

Rules 464, 465 and 466

or Shunter must move the lamp to the leading end of the vehicle so attached and leave it there, until the train has been removed (*to furnish evidence to the Signaller, when the train is drawn back, that it is complete*).

465. Where a vehicle is not fit to travel, it must be labelled on both sides by the Train Examiner with a Red "Not-to-Go" label, and must not be permitted to travel.

Vehicles
not fit to
travel.

466. (1) Where a ballast train has to discharge or take up materials on any running line between two signal-boxes, the Guard of that train must, before entering the section, inform the Signaller in charge of the signal-box of the work that is to be performed and of the probable time the work will occupy, so that the Signaller may give any instructions that may be necessary as to the shunting of the ballast train for other trains.

Ballast
trains.

(2) Where, under double line Block Telegraph Working, serious delay and expense can be avoided to a ballast train working on a long section, by returning it for a short distance to the station in the rear, special authority may be given by the Chief Traffic Manager to the Signaller at the rear station to issue to the Driver, prior to entering the section, a wrong-direction order, for the ballast train to return to the station in the rear and if this is done the Signaller must—

- (a) issue a separate wrong-direction order, on each occasion the train is required to run in the wrong direction;
- (b) make an entry of the circumstances in the train register book, immediately below the train entry; and
- (c) when he has issued a wrong-direction order, remain on duty until the ballast train has returned to his station.

Rules 467, 468 and 469

Ballast
trains not to
run unless
in charge
of Guard.

467. A ballast train must not be permitted to run over a line unless—

- (a) it is in charge of a Guard; and
- (b) where necessary, the Guard is accompanied by a Flagman, who—
 - (i) acts under the Guard's instructions; and
 - (ii) has been passed as competent by the Traffic Branch.

Parcels not
to be thrown
unless
sanctioned.

468. (1) An employee must not, unless specially sanctioned by the Chief Traffic Manager, throw newspapers or other parcels from a train as it passes through an intermediate station.

(2) Where authority has been given for parcels to be thrown off a train—

- (a) the Guard must, before throwing the parcels from the train, satisfy himself that the platform is clear; and
- (b) the Station Master and others must warn persons who may be about, to keep clear of the train.

(3) A person must not take luggage into a compartment of a carriage in quantities that will cause inconvenience to other travellers.

(Note: The racks in carriages are provided for light articles only, and should not be used for boxes, suit cases, and other heavy articles of luggage, which must, if possible, be placed under the seats of the carriages where passengers desire to have their luggage with them, or otherwise loaded in the Guard's van, or in the proper luggage compartments of the train.)

Deficiency
of room
in trains.

469. (1) Where a deficiency of room occurs in a train while on the journey, the Guard must request the Station Master to telegraph or telephone to the next station where carriages are kept, to have one or more in readiness to attach on the arrival of the train, reporting the circumstances on his statement of running.

Rules 469, 470, 471, 472, 473 and 474

(2) Where a Guard finds either a constant excess or deficiency of room in his train, he must report the fact.

470. Smoking in compartments labelled "Non Smoking" is strictly forbidden, and a Guard must ensure that the by-law on that subject is enforced; and employees must report any insufficiency in the number of compartments reserved for non-smokers.

"Non Smoking" compartments.

471. Employees must not place prisoners under the charge of Police, or place persons afflicted with insanity or an infectious disease, with other passengers, and must place them in a separate, enclosed compartment.

472. In the event of any passenger being drunk or disorderly to the annoyance of others, the Guard must use every means of persuasion to stop the nuisance, and if those fail, he must, for the safety and convenience of others—

Drunk or disorderly passengers.

- (a) have the offender removed from the train, at the first possible station;
- (b) obtain the name and address of the offender, and also of one, at least, of the passengers present at the time; and
- (c) take care that the offender's luggage is put out of the train, before it proceeds on its journey.

473. Where a female passenger is travelling alone, employees must, if requested, endeavour to select a compartment for her (according to the class of her ticket) in which other female passengers are travelling; and if a female passenger wishes to change compartments during the journey, employees must help her to do so.

Compartments for female passengers.

474. (1) As far as possible a Guard must not allow any passenger to be conveyed by a train unless properly booked; and if he has reason to suppose that any passenger is without a ticket, or is

Guards may request tickets to be shown.

Rules 474, 475 and 476

not in the proper compartment, he must request the passenger to show his ticket, reporting to the Station Master any irregularity he may detect.

(2) Where a passenger is desirous of changing from second to first class, the Guard must arrange for that to be done.

Arrival at
ticket
collecting
stations.

475. (1) A Guard, on arrival at a ticket collecting station—

- (a) must request the passengers to have their tickets ready;
- (b) must assist the Ticket Collectors, as far as possible, by opening and closing the carriage doors; and
- (c) must not collect or examine tickets, except at places where there is no one in charge or where he is under special instructions to do so.

(2) Guards, Ticket Examiners, and Conductors must distinctly call out the names of the stations at which the trains stop during the journey.

**PART XXIV—WORKING OF THE VACUUM
AUTOMATIC BRAKE (GENERAL RULES).**

General rules
for working
the vacuum
automatic
brake.

(The vacuum automatic brake is operated from the train pipe which is continuous throughout the train. Vehicles carrying their own brake apparatus are connected by a branch pipe to the train pipe).

How applied
and taken
off.

(The brake is applied by the Driver admitting air into the train-pipe.

The brake is taken off by closing the air valve and restoring the vacuum to the amount that existed before the brake was applied).

Checking
and opera-
tion of
vacuum
automatic
brakes.

476. (1) In the event of a gauge being defective, the Guard must make a check by opening the brake valve in the van; if there is then an inrush of air through the valve, the brake is in working order, but if no inrush takes place, the Guard must—

- (a) inform the Driver that there is no vacuum in his van; and

Rules 476 and 477

- (b) ensure that a proper amount of vacuum is registered before giving the Driver a signal to start.

(2) Employees must apply the brake steadily (*which can be done by opening the application valve gradually*), except in case of emergency when it must be applied suddenly.

(3) In case of emergency, the brake may also be applied by the Guard opening the valve in his van, and keeping it open until the needle of the gauge goes to zero; a Guard must use his discretion as to whether he applies the brake fully or gradually, in the particular circumstances, as a sudden application of the brake may, in certain circumstances, cause the train to part.

(In the event of a train becoming accidentally divided, the brake-pipes will be disconnected, and the brake will go on through each portion of the train).

477. (1) The Guard must ensure that the brake-pipes between the locomotive and train and between each vehicle are properly connected, and that the pipe at the rear end is put carefully on the stop plug. Starting.

(2) When the locomotive has been attached to the train, or a locomotive is changed, or an additional locomotive or any vehicle is attached or detached, the Guard must—

- (a) ascertain whether the brake is coupled up and in working order throughout the train and between the train and locomotive; and
- (b) before giving the Driver the signal to start, ascertain that the required amount of vacuum is registered on the gauge in the rear van.

(3) A Driver must—

- (a) accept the signal to start given by the Guard, not only as an order to proceed, but as an assurance that the brake is in proper order, and that the gauge in the

Rule 477

rear van indicates the required vacuum, being (except where instructions are issued to the contrary) not less than 18 inches, on passenger trains, and 15 inches, on mixed and goods trains; and

- (b) before starting, satisfy himself that the gauge on the locomotive indicates the required vacuum.

(4) The Guard must ensure that—

- (a) a passenger train is composed of all vacuum cylinder vehicles with the brake apparatus in proper working order (*some goods vehicles are fitted with cylinder apparatus and some with vacuum train pipes only*); and
- (b) the proportion of non cylinder vehicles on mixed and goods trains is not more than one in four, except where otherwise provided; and in this regard a vehicle with the vacuum cylinder disconnected from the train pipe must be regarded as a non-cylinder vehicle.

(5) The Guard must, before starting, and at places where the locomotive is changed, or any vehicle is attached or detached, inform the Driver of the number of vehicles there are on the train, and in the event of the brake not being in operation on the whole of them, upon how many it cannot be applied; and the Driver must obtain this information from the Guard, on each occasion, before he proceeds on his journey.

(6) Sub-rule (5) of this rule does not apply to trains running daily with the formation unaltered and the brake complete; if however, the formation is altered or any vehicle is attached or detached, the Guard and Driver must communicate with each other as required by that sub-rule.

(7) When a locomotive is attached to a train it is the duty of the appointed person to connect the brake-pipe on the locomotive to that on the train; and when the locomotive is detached that

Rules 477 and 478

person must place the brake-pipe of the locomotive and of the front vehicle on to the stop plug provided for the purpose.

(8) Where a Driver is unable to create the required vacuum, he must, after satisfying himself that his locomotive is not at fault, at once inform the Guard and station staff, so that an examination may be made of the train, and the brake on any vehicle may be cut out, or a defective vehicle may be detached, or such other steps may be taken as are necessary.

(9) A Guard must ensure that the hand brake of every vehicle including the brake-van, is taken off before giving the Driver the signal to start.

478. (1) Where, during a journey, a Guard finds that the gauge in his van shows less than the required vacuum (unless he is satisfied that it is caused by the Driver applying the brake), he must be prepared to apply his hand brake as required (*see rule 479 of these rules*). During journey.

(2) A Driver and Guard must report any irregularity in connection with the working of the brake or any defect in its action, or other special circumstance in that regard; and the Guard must also note the particulars in his statement of running.

(3) Where a vehicle has to be attached or detached, the vacuum in the train-pipes must be destroyed by opening the application valve on the locomotive or in the nearest brake-van.

(4) Where a vehicle is attached to the train, behind the rear brake-van, the Guard, after the brake has been created by the Driver, must—

- (a) remove the hose pipe from the plug at the rear of the last vehicle on the train, to ascertain by the inrush of air that the brake is effective throughout the train; and

Rule 478

- (b) observe that the required amount of vacuum is registered on the gauge in the van nearest the rear of the train.

(5) Where the Driver of a goods or mixed train is unable to work the vacuum brake he must cut it off, and work the train by hand brakes only, regulating the speed so as to enable him to have full control of the train by the hand brakes; and in that case the Guard must be on the alert, and must assist in stopping the train with his hand brake.

(6) Where the vacuum brake fails on a passenger train and the Driver is unable to remedy the defect, in a reasonable time, he must obtain a relief locomotive.

(7) Where two or more locomotives are attached to the head of a train—

- (a) the Driver of the leading locomotive is, unless there are local rules to the contrary, responsible for the observance of signals and the working of the continuous brake; and

- (b) the Driver of the second (or assisting locomotives) must—

- (i) watch for, and take his signals from the Driver of the leading locomotive, but the Driver of the second (or assisting locomotives) is not relieved from the due observance of all signals regulating the safe working of the line; and

- (ii) in case of emergency only, assist in stopping or reducing the speed of the train by applying the vacuum or hand brake as required, but he must not maintain or recreate vacuum, that is—the steam valves to his ejector shall be closed or all exhausters shut down.

Rules 478 and 479

(8) Where an additional locomotive is, or locomotives are, attached to the rear of a train—

- (a) a Driver of an additional locomotive must not—
 - (i) interfere with the working of the vacuum brake; and
 - (ii) maintain or recreate vacuum;
- (b) the leading Driver must control the vacuum brake as in sub-rule (7) of this rule, except in cases of emergency which may not be apparent to the leading Driver or Drivers; and
- (c) in the case of a run back, the rearmost banking locomotive Driver automatically becomes the leading Driver and must control the vacuum brake, for the time being.

(9) Where the locomotives of a double headed train are required to perform shunting operations and the locomotives remain attached together, the Driver of the train engine must control the brake, irrespective of the direction of travel; but the Driver of the assistant engine is not relieved from maintaining a proper lookout and applying the brake to bring the train to a stand in order to avoid mishap.

479. (1) The Driver must use the vacuum brake for the ordinary stoppage of the train and must apply it gradually and not suddenly or with full force, except in case of emergency. Stopping.

(2) The Driver may use the large ejector to raise a vacuum rapidly, or when the brake is required to be released quickly.

(3) The Driver must not apply power to move the train forward after the brake has been applied, either slightly or fully, until the brake has been released throughout the train.

Rule 479

(4) The working of the vacuum brake by the Driver does not relieve the Guard from any responsibility; and the Guard must keep a good look-out and be prepared to apply the vacuum or hand brake when necessary.

(5) A Driver must satisfy himself that the vacuum brake is in proper working order—

- (a) before starting;
- (b) at each station where the locomotive is changed or uncoupled;
- (c) where any vehicle is attached or detached;
- (d) before descending a steep incline; and
- (e) before passing the distant signal of any terminus or other principal station, or a crossing station on a single line at which the train has to stop; and, at such places, use the vacuum brake to reduce the speed of the train.

(6) Where the Driver is not satisfied that the vacuum brake is working properly, he must, subject to the provisions of sub-rule (6) of rule 478 of these rules,—

- (a) whistle for the Guard's hand brake (*see rule 129 of these rules*);
- (b) before continuing on his journey stop the train and inform the Guard that the vacuum brake is out of order and that the hand brake must be relied upon for working the train; and
- (c) exercise special care in approaching stations at which the train has to stop.

(7) A Driver must enter a station at which the train has to stop, or a dead-end bay at any station, at such speed as will enable him to stop the train at the proper place, by the application of the ordinary hand brake only; and the Guard must watch the speed of the train and assist the Driver, by the use of the hand brake where necessary.

Rules 479, 480, 481 and 482

(8) Where a train is accidentally divided, the Guard must protect his train in accordance with rule 341 of these rules.

480. (1) A person requiring to release the brake on any vehicle may do so in the following manner—

Releasing
brake.

- (a) uncouple or remove from the stop-plug the brakepipe, at the end of the vehicle or train; and
- (b) pull the rod attached to the brake cylinder, by holding the cord or wire by hand, until the brake comes off.

(2) A person must not, under any circumstances, fasten the pull rod cord or wire in the release position.

481. Where a vehicle fitted with the vacuum brake is placed in a siding, the person doing so *must release the vacuum brake* and apply the hand brake or sprags for the purpose of keeping the vehicle from moving.

Vehicles
placed in
sidings.

482. (1) A vacuum brake hose-pipe when not in use, must be properly secured on the stop-plugs provided for the purpose.

General.

(2) To couple the hose-pipes, they must be taken one in each hand and firstly, lifted sufficiently high to hook the bottom horns of the couplings together and then, when lowered, the top horns of the couplings will fall in the slots.

(3) To uncouple the hose-pipes they must be lifted straight up, when the top horns will come out of the slots, and the couplings will separate.

(4) A person must not, under any circumstances, separate the hose-pipes by pulling the vehicles apart.

(5) A person connecting or disconnecting hose-pipes must not hold in his hands, or have about his person, cotton waste or anything that might be sucked into the pipes by the inrush of air.

Rules 482 and 483

(6) Care must be taken in uncoupling or coupling hose-pipes that the washers are not displaced or lost.

(7) Shunters, Porters, and other employees must take particular care that in passing between vehicles they do not step on the hose-pipes, or interfere with or damage the couplings.

(8) Where a vehicle is being moved by a locomotive for the purpose of being attached to a passenger train, the person in charge must ensure that the continuous brake is connected, so that the brake may be available during the operation.

(9) A person coupling hose-pipes must clean off any frozen snow or ice with which the hose-pipe, couplings or plugs may have become coated, before attempting to couple them, so that the washers may meet properly and be air-tight.

(10) A Guard or any other person concerned must take care that articles are not placed in the Guard's van in such a position as to be liable to come in contact with the lever of the brake apparatus.

(11) Where any difficulty occurs in maintaining or working the vacuum brake, the Train Examiner's attention must at once be directed to the matter by the person discovering the difficulty.

Loading,
unloading
and convey-
ance of
explosives.

PART XXV—HANDLING AND CONVEYANCE
OF EXPLOSIVES AND DANGEROUS GOODS.

483. (1) While the loading, unloading, or conveyance of explosives or other dangerous goods is in course, every person engaged in that loading, unloading, or conveyance must—

- (a) observe all necessary precautions for the prevention of accidents, by explosion or fire;
- (b) not allow any unauthorised person to have access to those goods; and

Rules 483, 484 and 485

- (c) abstain from smoking or the doing of any act whatever that tends to cause explosion or fire and that is not reasonably necessary for the loading, unloading or conveyance and prevent any other person from committing an act of that nature.

(2) A person in the area where the loading or unloading of explosives or dangerous goods is being carried out must not have in his possession any matches or other means of lighting a fire or creating a spark.

(3) Where a motor vehicle is being loaded or unloaded with explosives or dangerous goods the person in charge of the work must ensure that the engine of the motor vehicle is switched off during the work and is not started until the loading or unloading of the vehicle is completed and everything is made safe.

484. (1) Persons loading or unloading any explosives or dangerous goods must, as far as practicable, pass the cases, casks or other containers from hand to hand, and must not roll them upon the platform or ground; and the containers must not, under any circumstances, be rolled unless clean tarpaulins or sacks have been previously laid down on the platform or ground over which they are to be rolled.

Containers to be passed from hand to hand.

(2) A person handling packages containing explosives or dangerous goods must not throw or drop them, but must carefully deposit or stow them as required.

(3) The loading or unloading of explosives into or out of any vehicle, when once begun, must be continued with all due diligence until it is completed.

485. Where an explosives van is despatched containing explosives, the Guard or person in charge must ensure that the van is locked.

Vans containing explosives to be locked.

Rules 486, 487, 488 and 489

Vehicles
containing
explosive
matter to be
labelled.

486. The word "Explosive" must be affixed, in conspicuous characters, by means of a securely attached label or otherwise, on each side of any vehicle containing explosive matter; and employees must not, under any circumstances, permit any vehicle containing explosives or dangerous goods to travel unless it is conspicuously labelled *on each side* with a label stating the nature of the contents.

Guard's
attention to
be called to
vehicles
containing
dangerous
goods.

487. Whenever a vehicle containing explosives, inflammable liquids, or dangerous goods has to be forwarded by train—

- (a) the Foreman or other person in charge of the yard where the vehicles are attached must call the special attention of the Guard in charge of the train to the vehicle; and
- (b) the Guard must—
 - (i) carry out the instructions given him by the Foreman or other person, while the goods are being conveyed on the train; and
 - (ii) advise the Foreman or other person in charge of the yard where the vehicle is to be detached of its presence on the train.

Vehicles to
be designated
for ex-
plosives.

488. (1) A person must not load explosives except—

- (a) in a vehicle specially designated for the purpose; or
- (b) where they are loaded in a portable magazine.

(2) A person must not load explosives in an un-roofed wagon.

Guards to
examine
wagons.

489. (1) At every station where a train carrying explosives stops, the Guard must—

- (a) make a special examination of wagons containing explosives or any other type of dangerous goods and must specially examine the axle boxes; and

Rules 489, 490, 491, 492 and 493

(b) where any axle of a wagon containing explosives shows the least signs of heating, or where leakage of the contents of the wagon is apparent—

- (i) detach the defective wagon and draw the attention of the Station Master or Train Examiner to it; and
- (ii) where the station is unattended, endeavour, if it is safe to do so, to take the wagon forward to the next attended station; in which case the Driver must be consulted and must, if necessary, run the train at reduced speed; but that course must not be followed, where there is any risk of fire or explosion.

(2) In the event of it being necessary to detach, as unfit to travel, any vehicle containing explosives, at any point short of its destination, the Guard must advise the nearest Station Master in order that the necessary precautions may be taken by all concerned in dealing with the defective vehicle.

490. Explosives and other dangerous goods must not, except where special instructions are issued to the contrary, be carried by trains conveying passengers.

Trains conveying passengers not to carry dangerous goods.

491. The handling, stowing, storage, and marshalling of explosives, dangerous, and inflammable goods shall be in accordance with any special instructions issued from time to time.

Special instructions for handling dangerous goods.

(Rule No. 492 reserved.)

PART XXVI—RULES FOR THE USE OF
MOTOR TROLLEYS, TROLLEYS,
TRICYCLES, ETC.

493. For the purpose of rules 494 to 561 of these rules the word "trolley" includes a motor trolley, motor quadricycle, geared trolley and a tricycle, except where otherwise specified.

Motor trolleys, motor quadricycles, geared, trolleys, and tricycles.

Rules 494, 495, 496 and 497

Use of motor
trolleys.

494. (1) Where a motor trolley can be removed readily from the rails by one man, its use may be permitted on the line, subject to these rules.

(2) Where a motor trolley can be removed readily from the rails by two men, and not less than two men accompany it, and the total load is not more than those men can remove readily from the rails, its use may be permitted on the line, subject to these rules.

495. Where a motor trolley is used as an ambulance, every employee must treat it as a train, for the purpose of these rules.

Precautions
in use of
trolleys.

496. An employee in charge of a trolley must exercise the greatest possible vigilance and take all reasonable precautions in the use of the trolley, to protect the men and the machine from accident or collision with trains or other vehicles, or road vehicles at level crossings.

Trolleys
not to be
placed on
line unless
approved.

497. (1) At attended block stations, a person must not place a trolley on the line nor take a trolley into the section, until—

- (a) the approval of the person in charge of safeworking has been obtained; and
- (b) all information regarding trains and other trolleys has been received.

(2) At any place, other than an attended block station, a person must not place a trolley on the line nor take a trolley into the section, until—

- (a) the approval of the person in charge of safeworking at the next attended block station in advance has been obtained; and
- (b) all information regarding trains and other trolleys has been received.

Rules 498, 499, 500 and 501

498. Where an employee in charge of a trolley requests information regarding train running— Requests for information regarding train running.
- (a) *the information must not be given by any person other than the officer or employee who is in charge of the safeworking at the time; and*
 - (b) the Guard of a train who is temporarily in charge of an unattended station, for the purpose of safeworking trains through, is not, for the purposes of this rule, an officer or employee who is in charge of the safeworking at the time.
499. Except where otherwise authorised by the Chief Traffic Manager, any information received by an officer, or employee in charge of safeworking regarding the early or late running of trains or any information regarding train movements or the movements of trolleys must be recorded by the person receiving it, in the train register book on the page in use for the day immediately below the previous entry. Information regarding movement of trains and trolleys to be recorded.
500. An employee in charge of a trolley must notify the Signaller or person in charge of the station in the rear, when he has cleared a section. Employees to notify station in rear.
501. (1) Every employee in charge of a trolley must— Responsibilities of Drivers of trolleys.
- (a) be thoroughly acquainted with the ordinary running of trains;
 - (b) before setting out, make himself conversant with any special train notices concerning the running of special trains on the day on which he is using the trolley; and
 - (c) have in his possession a watch showing correct time.
- (2) The Driver of a motor trolley must carry—
- (a) a copy of the current Working Time Table for the district; and

Rules 501, 502, 503 and 504

- (b) a copy of the current "Weekly Notice" or "Weekly Notice Supplement" in force at the time.

Duties of
Drivers of
trolleys.

502. The Driver of a trolley must—

- (a) approach points, or curves where the view is obstructed, at slow speeds;
- (b) where the view is restricted, be able to stop in a distance which is half the clear view ahead;
- (c) when approaching level crossings, reduce the speed of the trolley sufficiently to enable the machine to be stopped short of any obstruction thereon;
- (d) not proceed over a level crossing in the face of an approaching road vehicle;
- (e) keep a good look out, when approaching crossing stations on single lines of railway, *(as a train may be shunting outside station limits)*;
- (f) when passing over points and crossings or roadways at level crossings, ensure that the speed of the trolley does not exceed 5 m.p.h.; and

Employees
in charge of
trolleys to be
satisfied as
to safety.

- (g) ensure that the trolley is pushed and not driven through spring frog crossings *(in order to avoid derailments)*.

503. Every employee in charge of a trolley must, before entering on a curve, cutting or tunnel or any other portion of the line where he is unable to get a good and distant view, stop the trolley and listen for the sound of a train; and, in the event of his hearing a train, must satisfy himself as to his safety and of the absence of danger, before proceeding.

Trolleys to
be removed
from line
five minutes
before train
due.

504. An employee in charge of a trolley must, in every case, ensure that the trolley is removed from the line at least five minutes before a train is due or expected.

Rules 505, 506, 507, 508 and 509

505. An employee in charge of a trolley must ensure that—
- (a) the trolley is not left standing unattended on a running line, but is removed to the full clearance of 6 feet from the centre line of the running line where the trolley is under platform level, and 7 feet where it is above platform level; and
 - (b) the trolley is not left standing on a siding where it is liable to move and foul any running line.
506. An employee in charge of a trolley must ensure that, when the trolley is removed from the line and left unattended, the trolley wheels are padlocked.
507. (1) A person must not—
- (a) attach a trolley to a train; or
 - (b) propel a trolley by a sail.
- (2) Where two trolleys are travelling in the same direction on the same line, the employees in charge must maintain a minimum distance of 150 yards between the trolleys, unless the trolleys are coupled together by a coupling of less than six inches in length.
- (3) An employee in charge of a trolley must not permit the trolley to follow a train within a distance of 150 yards.
508. Where a trolley is so loaded that it cannot readily be removed from the line, it must be protected in accordance with rule 528 of these rules.
509. (1) Where a gang motor, motor quadricycle or a geared trolley is used on a double line, the employee in charge must take it on the line used by trains travelling in the same direction.
- (2) Where a tricycle is used on a double line, the employee in charge must take it on the line upon which an approaching train may run, except in the case where the two lines are not parallel,

Trolleys not to be left standing unattended.

Unattended trolleys to be padlocked.

Trolleys travelling together or behind trains.

Heavily loaded trolleys.

Gang motor trolleys on double line.

Rules 509, 510, 511, 512, 513 and 514

when it may become necessary for fire-patrol men to follow a train on the same line; and, in that event, the employee must exercise particular care and must protect himself in every possible way.

Trolleys on track circuited section.

510. A person must not run a trolley, which does not have insulated axles, on a track circuited section.

Trolleys to be examined.

511. The person in charge must ensure that trolleys at stations, depots, gang headquarters and other localities are examined, the necessary parts cleaned and oiled and the trolleys given a short run under service conditions, at least once every week, to ensure that they are in proper order for use.

Trolleys not to exceed 15 m.p.h.

512. An employee in charge of a trolley must not permit the speed of the trolley to exceed 15 m.p.h., during the hours of darkness.

Use of trolleys after sunset.

513. (1) Where a trolley is used after sunset and before sunrise, the employee in charge must ensure that—

(a) the following Red lights are displayed, namely—

on single lines—a Red light in both directions;

on double lines—motor trolleys, motor quadricycles, geared trolleys and gang trolleys, a Red light to the rear and tricycles, a Red light to the front;

(b) when an approved fixed headlight is in operation on a trolley or gang trolley, the Red light to the front is not displayed; and

(c) if the trolley is removed from the line the lights are obscured.

Tricycles to have rear-vision mirror.

514. An employee in charge of a tricycle must ensure that it is fitted with a rear-vision mirror.

Rules 515, 516 and 517

515. An employee must not use a trolley for private purposes. Trolleys not to be used for private purposes.
516. An employee must not, under any circumstances—
- (a) lend a trolley for use by any person, other than a properly authorised person; or
 - (b) take or permit any trolley to be taken from the length or station to which it belongs, except in case of accident or other emergency.
517. (1) Except as provided by rule 519 of these rules a person other than— Unauthorised persons not to travel on trolleys.
- (a) a person connected with the Civil Engineering Branch or the Signal and Telecommunications Sub-branch;
 - (b) an Officer of District Administrative Staff;
 - (c) a Loco Fitter; or
 - (d) a Pumper;
- must not travel on, or use, a trolley on the railway line, unless furnished with a special permit, which that person must show and deliver up to any Ganger, Station Master or any other duly authorised employee.
- (2) A Ganger, Station Master or other duly authorised employee must—
- (a) ensure that every person using a trolley is carrying a permit, where one is required; and
 - (b) in the event of any person failing or refusing to show or deliver up the proper permit when required, not permit that person to continue his journey, but must—
 - (i) take possession of the trolley;
 - (ii) take the name and address of the person concerned; and
 - (iii) report the circumstances immediately to the District Engineer and the District Traffic Superintendent.

Rules 518, 519 and 520

Use of
trolleys
without
permit.

518. A trolley may be used by an employee of the Traffic Branch without a permit in case of—

- (a) accident;
- (b) emergency;
- (c) transference of the authority for the section from one end to the other;
- (d) failure of the electric staff system;
- (e) instituting and cancelling of pilot working; or
- (f) for the purpose of cleaning or giving prompt attention to signals which may be defective.

Form of
Permits
for use of
trolley.

519. Where a permit for the use of a trolley is issued by the District Engineer, Inspector of Permanent Way or Permanent Way Ganger, it must be in the following form—

W.A.G.R.

PERMIT FOR USE OF TROLLEY.

Mr....., Designation.....
is hereby authorised to travel on a.....
Trolley No..... from..... to
..... for the purpose of.....

Signed.....

Designation.....

Date.....

Trolleys
not to be
taken
through
tunnels
unless
permission
obtained.

520. (1) An employee in charge of a trolley must not take the trolley, or permit it to be taken, through a tunnel, unless permission has first been obtained from the Signaller in charge of the station at each end of the section.

(2) When a trolley has cleared a tunnel, the trolley driver must, where telephones are provided, advise the station at each end of the tunnel.

(3) A Signaller must not—

- (a) permit a trolley to enter a tunnel while the section is occupied; or

Rules 520, 521, 522 and 523

- (b) permit a train to enter the section after an employee with a trolley has been allowed to enter the tunnel, until information has been received from that employee that the tunnel is clear.

521. A person must not use a trolley to enter a section—

Use of
trolleys
during a fog
or following
a bank
engine.

- (a) during a fog, unless it is operated as a train, in which case the Driver or person in charge must act in accordance with paragraph (n) of rule 426 of these rules; or
- (b) while a bank engine is assisting a train in the rear to the station in advance until the *Train Arrival* signal has been received for that train.

PART XXVII—PERMANENT WAY AND WORKS.

522. Every gang of Repairers or employees engaged on the permanent way or on other works affecting the running lines must have a Ganger or other qualified employee in charge of it; and the Inspector of Permanent Way and the Inspector of Works and Buildings must ensure that every employee in charge of a gang under his control is provided with a copy of the current Working Time Table, any Appendix thereto, the "Weekly Notice" and any other notices of working arrangements and, further, that every Employee in Charge, Leading Hand or Leading Repairer is provided with a copy of these rules.

Employees
engaged on
permanent
way or other
works
affecting
running
lines to have
employee
in charge.

523. Every Ganger or other employee in charge must—

Employees
in charge
to have copy
of rules.

- (a) constantly have with him a copy of these rules and produce it when required; and
- (b) satisfy himself that every man who is employed in his gang understands the rules, so far as they relate to his duties.

Rules 524, 525, 526 and 527

Rules to be observed.

524. An Inspector of Permanent Way, Inspector of Works and Buildings or Works Foreman must see that all rules are observed and report any departure from them to the District Engineer.

Register of names and places of residence of employees.

525. Every Inspector and Works Foreman must have a register of the names and places of residence of all the employees under him, so that, in case of accident, he is able to summon them immediately to assist in any way that may be required; and in the event of any obstruction taking place, or other sudden emergency arising, he must immediately assemble the number of men required.

Articles to be supplied by Inspector of Permanent Way.

526. (1) Every gang of Repairers or Labourers working on, or adjacent to, the running line must be supplied by the Inspector of Permanent Way for the section with—

- (a) a permanent way gauge;
- (b) three Red and three Yellow flags;
- (c) three hand signal lamps; and
- (d) at least twenty-four detonators.

(2) Each Ganger will be held responsible for having his signals constantly in proper order and ready for use; the flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators whenever necessary to attract the attention of Drivers.

(3) The Red signal indicates "Danger—Stop", and must be used only when it is necessary to stop a train; the Yellow signal waved slowly from side to side indicates that trains must reduce speed to 10 miles per hour or such other speed as may be prescribed, over the portion of line protected by that signal.

Workmen not to use fixed signals, except in emergency.

527. A Foreman, Ganger, Repairer, or other workman must not, except in case of emergency, or as provided by rules 528, 529, 531, 536 of these rules, use the fixed signals, but must, in all cases, use his own signals for his own purposes.

Rule 528

528. (1) Before any trolley conveying material or other obstruction is placed upon the line, or, in the event of any ballast or other Way and Works Train being obliged to remain stationary on the line, or to move so slowly as to be in danger of being overtaken, the Foreman or Ganger must appoint a competent man to act as Flagman who must—

Appointment
and duties of
Flagmen.

(a) place detonators on the line as follows—

- (i) one detonator 400 yards from the obstruction;
- (ii) one detonator 800 yards from the obstruction; and
- (iii) three detonators 10 yards apart, not less than 1,200 yards from the obstruction;

(b) stand at the place at which he has placed the three detonators by reason of paragraph (a) of this sub-rule and exhibit a Stop hand signal; and

(c) continue to exhibit the hand signal and keep detonators on the line, until he receives an order from the Foreman or Ganger to withdraw the signal and detonators.

(2) The Foreman or Ganger must not order the removal of the hand signal and detonators, until the obstruction is completely removed.

(3) Where the obstruction occurs on a single line of railway, the Foreman or Ganger must arrange for the Stop hand signal to be exhibited and detonators placed on the line, in accordance with sub-rule (1) of this rule in both directions, unless the obstruction is caused by a ballast train in possession of the electric train staff, or train staff, in which case it will not be necessary to send a Flagman to protect it.

Rule 528

(4) In the event of the distance of 1,200 yards prescribed by sub-rule (1) of this rule falling within a tunnel, or close to the mouth of a tunnel nearest to the obstruction, or in any other position where, owing to the formation of the line or to some other circumstance, the Driver of an approaching train would be unable to obtain a good and distant view of the *Stop* hand signal, then, unless there is a signal-box between the obstruction and the tunnel, the Flagman must—

- (a) place three detonators each 10 yards apart on the line at the end of the tunnel nearest the obstruction; and
- (b) place three detonators on the line and exhibit the *Stop* hand signal at the end of the tunnel farthest from the obstruction, or at such a distance over and above the prescribed distance of 1,200 yards, as may be necessary to ensure the Driver obtaining a good and distant view of that signal.

(5) In the event of the person appointed to exhibit the necessary signals and to place the detonators on the line arriving at a signal-box before he has reached the prescribed distance—

- (a) he must request the Signaller in charge of it to keep his signals at *Stop* to protect the line about to be obstructed.
- (b) he need not go farther back, but must remain at the signal-box, put down three detonators, and use his *Stop* hand signals; and
- (c) the Signaller must not place his signals to *Proceed* or allow any train to pass his signal-box in the direction of the obstruction, until the Flagman has informed him that the obstruction has been removed and that the line is clear and safe for the passage of trains (*the object being that the Signaller and Flagman shall not show contrary signals to approaching Drivers*).

Rules 529, 530 and 531

529. (1) Before a rail is taken out, or relaying operations are commenced, or in case of any slip or failure of the works, or, if from any cause the line is unsafe, a Flagman appointed for the purpose must go back exhibiting a *Stop* hand signal and place detonators on the line, in accordance with rule 528 of these rules; and in the case of a single line, or where the slip or failure affects both Up and Down lines, a Flagman must be appointed to comply with this rule in each direction.

Precautions
before a rail
is taken out.

(2) Before a rail is taken out, the Ganger or other employee in charge must have, at the spot, a suitable rail in readiness to replace it.

(3) In the event of the gang of Repairers whose duty it is to replace a rail not being large enough to perform the work and provide the Flagman required, the employee in charge must obtain assistance, but the Flagman and protection must, in any event, be provided in accordance with rule 528 of these rules.

530. (1) In addition to sending out a Flagman the prescribed distance, as directed in rules 528 and 529 of these rules, the employee in charge must also station near to the working party a second Flagman, who must exhibit a *Stop* hand signal.

Stationing of
additional
Flagmen.

(2) Where the distant Flagman is out of the sight of the Flagman stationed near to the working party, the employee in charge must station one or more Flagmen, as required, between them for the purpose of repeating to the distant Flagman the signals exhibited by the home Flagman.

531. (1) When repairing, lifting, or slewing the line, or when performing any other operation, or during any other time when it is necessary for a train to travel at reduced speed, the employee in charge must send a man back at least 800 yards or as much farther as the circumstances of the case render necessary, to fix two detonators, ten yards apart, on one rail of the line for which he is signalling, and exhibit a *Caution* hand signal, so

Precautions
when
repairing
line.

Rule 531

that it is plainly visible to the Driver of an approaching train; and on a single line, a man must be sent to comply with this rule in each direction.

(2) In the event of the man going back arriving at a signal-box, or if the work is near to a signal-box and within the protection of the home signal of that signal-box, he need not proceed beyond the signal-box, but in that event—

- (a) he must advise the Signaller in charge of the necessity for slackening the speed of any train running in the direction of the repairs;
- (b) when the fixed signals are placed to proceed he must himself exhibit the *Caution* hand signal so that it is plainly visible to the Driver of an approaching train, but he need not place the two detonators on the rail; and
- (c) the Signaller must keep his fixed signals at *Stop* until the speed of any approaching train has been sufficiently reduced, whereupon he must, if the Block Telegraph or other rules have been complied with, place the signals to *Proceed* to allow the train to pass.

(3) Where the necessity for trains to travel at reduced speed continues for a lengthy period—

- (a) the Chief Civil Engineer may dispense with the placing of detonators on the rails, and also the exhibition of the hand caution signal; and in that event he must ensure that special permanent way "Warning" boards and "Caution" boards (see *diagram below*) are fixed not less than 800 and 200 yards respectively, from the place to be protected, in both directions, on a single line, and in both directions, on a double line, where both lines are affected; and the boards must be maintained in that position, until the need to travel at reduced speed no longer exists; and

Rule 531

(b) where "Warning" boards and "Caution" boards are used—

- (i) they must be exhibited in such a position as to be clearly seen by Drivers;
- (ii) during the hours of darkness, lights must be exhibited as indicated in the following table (except as provided by sub-rule (11) of this rule).

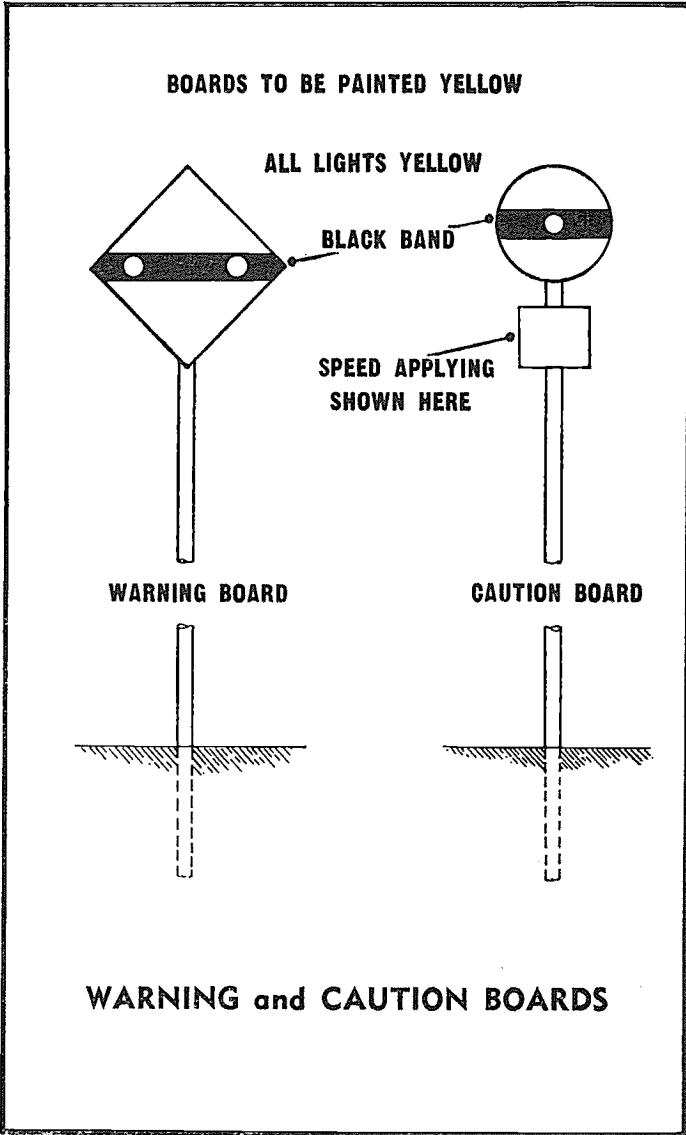
THE TABLE

Board	Position of Lights	Lights to be Exhibited
"Warning Boards"	front of Board	2 Yellow lights side by side.
	rear of board	2 White lights side by side.
"Caution Boards"	front of board	1 Yellow light.
	rear of board	1 White light.

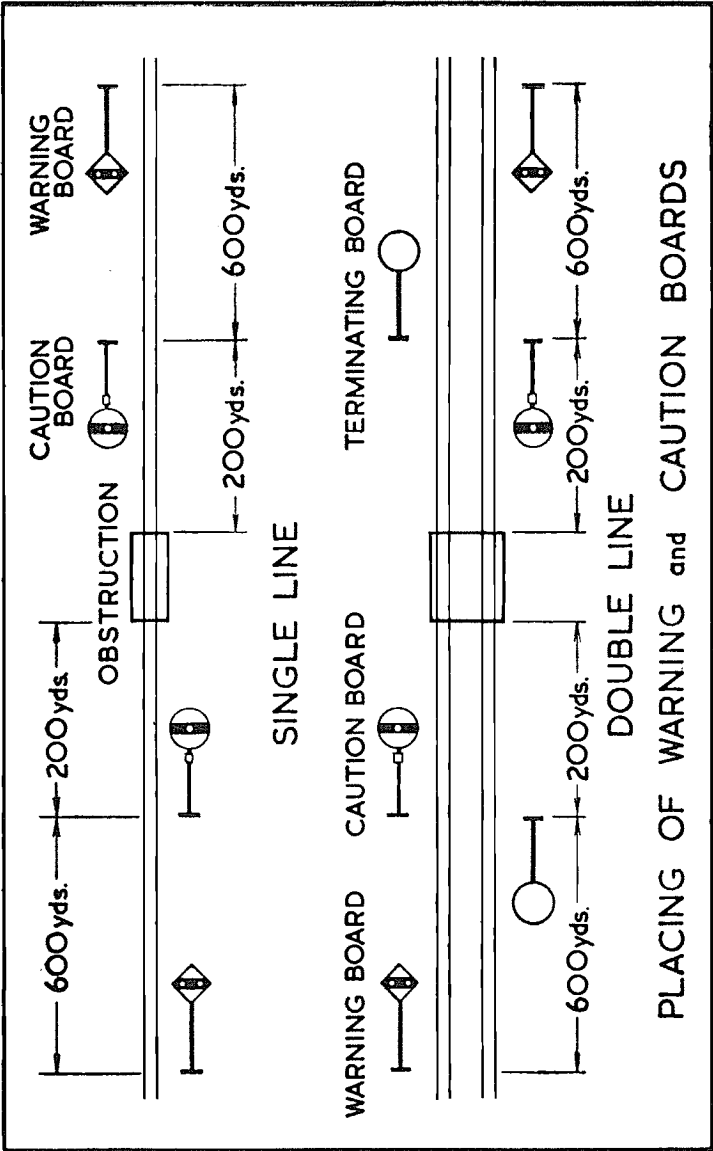
- (iii) speed indicators, indicating the speed restriction applying, must be affixed to the "Caution" board;
- (iv) on double lines, a "Terminating" board similar in size and shape to a "Caution" board, but painted white, must be erected, 200 yards past the point to be protected, to indicate where the speed restriction terminates; and
- (v) during the hours of darkness a "Terminating" board must exhibit a White light in both directions.

(Note: On single lines, the "Caution" board facing in the opposite direction indicates where the speed restriction terminates. For the placing of these boards and lights see diagram, page 456.)

Rule 531



Rule 531



Rule 531

(4) A Driver must not increase speed until the whole of his train has passed beyond the limits of a restriction under this rule.

(5) Special Permanent Way "Warning" boards and "Caution" boards must only be brought into use, after due notice has been given in the "Weekly Notice" or other notice, as the case may be, indicating the positions of those signals, and the places to which they refer; those boards are for use only when reduced speeds are to continue for an extended period and where the road is unsafe for the passage of a train, it must be protected under rule 529 of these rules.

(6) Where at any time it is necessary for a train to travel at reduced speed or where repairing, lifting, slewing the line or other operation is being carried out during foggy weather or on sharp curves, or under any conditions where a Driver cannot get a good view of the permanent way, "Warning" boards and "Caution" boards before passing them, the employee in charge must not rely upon those boards, but must, in addition, provide hand signals as required by sub-rules (1) and (2) of this rule.

(7) "Warning" boards and "Caution" boards must never be placed in any position where they are liable to conflict with fixed, running or shunting signals.

(8) In the case of ordinary speed restrictions, the printed directions contained in the Engine Load Table are a sufficient warning to Drivers.

(9) The employee in charge must keep the distance between "Caution" boards to a minimum and when they are being used over a section of track must move them to suit the work as it progresses.

(10) Sections notified in "Weekly Notice" under this rule must be kept to the minimum; and, if necessary, changed weekly.

Rules 531, 532, 533 and 534

(11) The special permanent way "Warning" and "Caution" boards are intended to effect reduced speeds; and where this reduced speed is effective both by day and by night, the lamps in the boards must be lit during the hours of darkness; where the road is left fit for normal speed at night time, the lighting of the lamps may be dispensed with.

532. (1) Where it is necessary to obstruct the line, as described in rule 528, 529, and 531 of these rules, within the distant signals (where provided) or the limit of any station, junction, or intermediate signal-box—

Obstruction of lines within distant signals.

- (a) the employee in charge must first obtain the permission of the Signaller;
- (b) the Signaller must keep the distant signals (where provided) applicable to the line about to be obstructed at *Caution* and other fixed signals at *Stop*, until he has been informed by the same employee in charge that the line is again clear and safe for the passage of trains; and
- (c) the employee in charge must, in addition, protect his operations in accordance with rule 528, 529 and 531 of these rules or as is necessary.

533. The times for effecting repairs which involve the stopping of trains must, as far as practicable, be so selected as to interfere as little as possible with the passage of traffic; and unless absolutely necessary, a rail must not be displaced, nor must any other work be performed by which an obstruction may be caused to the passage of the trains, in a fog.

Times for effecting repairs.

534. A person in charge of a ballast train must obey the orders of Station Masters, Traffic Inspectors, and Signallers, so far as those orders relate to the time of his running on the line.

Orders relating to time of running ballast trains.

Rules 535, 536, 537 and 538

Work not to be done on running lines during fog, unless authorised.

535. A ballast train must not be worked and men employed with that train and extra gangs must not work on the running lines during fog, except when authorised under special circumstances, and a ballast train, wagon, or trolley must not be used, if it is possible to avoid it, except during daylight, and then at times when the weather is sufficiently clear for a signal to be distinctly seen at a distance of 800 yards.

Accidents to trains or failure of works affecting safety of line.

536. (1) In the case of any accident to a train or failure of any part of the works affecting the safety of the line the employees concerned must—

- (a) immediately protect the safety of the line;
- (b) inform the Station Master on each side of the point where the accident or failure has occurred, and also the Signaller on duty at any intermediate signal-box, between the point of accident or failure and the nearest station; and
- (c) advise the Chief Civil Engineer, the District Engineer and the Inspector of Permanent Way, by telegram and, on sections where Train Control is in operation, the Train Controller, orally.

(2) Any accident resulting in personal injury must be reported immediately to the Chief Civil Engineer.

Articles to be carried by length runners.

537. Every Length Runner or other employee, when examining his length of line, must carry—

- (a) the requisite material to secure loose fastenings;
- (b) a Red and a Yellow flag;
- (c) at least twelve detonators; and
- (d) when passing through a tunnel, a lighted hand signal lamp.

Examination and preservation of lengths of line.

538. (1) Except where otherwise instructed, every Ganger, Length Runner, or other employee deputed for the purpose must go over his length of line on foot or by pull or motor tricycle every week-day, and—

- (a) tighten up all fastenings that may be loose;

Rule 538

- (b) examine the line, level, and gauge of the road, and the state of the joints, marking and, if necessary, repairing any that are defective; and
 - (c) carefully examine all points, crossings, hand locking gear, and scotch blocks and, if necessary, adjust them.
- (2) Gangers and Length Runners must—
- (a) oil and keep clean the working parts of points and signals, unless the duty is otherwise provided for;
 - (b) take care to maintain scotch blocks on all sidings, where placed;
 - (c) ensure that at level crossings, ballast, stones, or other obstructions are not allowed to accumulate, so as to interfere with the running of trains;
 - (d) report to his Inspector and the Station Master any hand locking gear or scotch block found to be not properly secured on any siding, whether in a station yard or elsewhere;
 - (e) remove any obstruction to the proper working of the signals or signal wires and repair temporarily, broken signal wires, until the Maintainer can attend to them; and
 - (f) where any telegraph or telephone pole is in an unsafe state, or any of the wires are broken, slack, entangled, or touching each other or any building—
 - (i) make them safe;
 - (ii) if possible temporarily reconnect them; and
 - (iii) report the circumstances to the Inspector of Permanent Way, District Electrical Supervisor and the nearest Station Master, as quickly as possible.

Rules 538, 539, 540 and 541

(3) A Ganger or Leading Repairer must see that all boughs of trees are removed from telegraph and telephone wires, and grass, ballast and rubbish removed from signal wires and points rods.

Disregarded
signals to be
reported.

539. Each Ganger, Leading Repairer or Flagman must report to the Inspector of Permanent Way every case in which any signal is disregarded by a Driver.

Workmen
to watch for
signals
indicating
special
trains.

540. Gangers, Length Runners, Repairers and other workmen engaged in working on a line must keep a careful watch for signals indicating that a special train is to run on the line.

(Note: The fact that a special train is to follow is indicated by the preceding train carrying on the rear of the last vehicle a Red disc or a Red flag, by day, in addition to the ordinary White disc, or an additional Red tail light, by night. On single lines, a White disc with Black cross (in addition to the ordinary White disc), by day, or a White tail light, by night, in addition to the Red tail lights, at the rear of the last vehicle, denotes that a special train is due to run in the opposite direction over the same line, before the next ordinary or special train. As, however, special trains have frequently to be run without previous notice of any kind it is necessary at all times to be prepared for such an extra train. The additional tail signal will not be carried by preceding trains for special trains of which previous printed notice has been given.)

Lifting of
permanent
way.

541. Where the permanent way is lifted, the Ganger must ensure—

- (a) that the lift is not more than three inches, at any one time, and is effected in a length of at least twenty yards, in such a manner as not to occasion any sudden change of gradient; and
- (b) where both rails have to be lifted, that they are raised equally and that, at the same time, great care is taken, where there is a curve, to preserve the super-elevation of the outer rail.

Rules 542, 543, 544 and 545

542. The Ganger must ensure that—

- (a) ballast or other material is not in any case left higher than rail level inside the wheel gauge, and is kept below rail level on the outside for a distance of three feet from the rail; and
- (b) the rails are kept clear of gravel, ballast or any other material (*particularly ashes, which damage the rails*).

543. A person must not permit blasting on or near the Railways, without the authority of the Chief Civil Engineer or other authorised Officer.

Blasting not permitted, without authority.

544. A Ganger must close and fasten every occupation and private level crossing gate that he finds open, and report the circumstances (*in order that the persons who are required to keep those gates closed and fastened may be charged with the penalties*).

Gates to be closed.

545. (1) Inspectors in charge of lines or any works connected with them, or Gangers in charge of lengths, and Length Runners, must use extreme vigilance, as to the safety of the Way and Works, during wet weather, thunderstorms, and at times when floods may be expected.

Safety of the Way and Works during wet weather.

(2) Inspectors, Gangers, and if necessary, other employees, must be on duty so long as floods may be expected, and must inspect every doubtful part of their length, before the passing of any train, in sufficient time to stop it, if necessary, and this inspection must be continued until all danger from flood or slip is past.

(3) Where required, special Watchmen and Flagmen must be provided at any spot of which there may be doubt as to the sufficiency of the water-way, or where there is any reason to believe that special precautions are necessary.

(4) A Ganger must report to his Inspector from time to time the height of floods on his length, mark the levels of the floods and at once report

Rules 545, 546, 547 and 548

any damage to culverts, bridges or other structures, for the guidance of the Inspector of Works and Buildings.

Uncontrolled
fires.

546. (1) In the event of any uncontrolled fire occurring upon or near the line,—

- (a) the men employed on the line must, as soon as they can safely leave the portion of the line on which they are working, take immediate measures for putting the fire out;
- (b) where damage is caused to Departmental structures or to private property adjoining the Railway, the circumstances must be reported as provided by rule 536 of these rules; and
- (c) in all cases, details must be reported on the proper form.

(2) A Driver, seeing an uncontrolled fire by the side of the line or on any adjoining land, must signal the fact to men working on the line by giving a series of long and short whistles.

Gangers
to keep line
clear and
safe.

547. (1) Each Ganger must—

- (a) keep his portion of the line clear and safe, and the fences in good repair; and
- (b) in the event of any sheep, cattle, or other animals getting within the fences, immediately remove them, and report the circumstances with the name of the owner, where it can be ascertained, to the Inspector of Permanent Way.

(2) The Inspector of Permanent Way must forward a report made to him under sub-rule (1) of this rule, with his comments, to the District Engineer.

Duties of
Gangers.

548. A Ganger must—

- (a) ensure that broken chairs, rails, sleepers, or other defective materials are removed from the road with the least possible delay, and that sound materials are substituted;

Rules 548, 549, 550 and 551

- (b) report to the Inspector of Permanent Way, by telegram, broken gates, signals out of order, or any other work that requires immediate attention;
- (c) ensure that tools, rails, fastenings, sleepers, pieces of iron or wood, or other implements or material are carefully placed, so as to be quite clear of the line, and not within 4 feet of the rails;
- (d) ensure that disused materials are removed from the line as soon as possible, and, where practicable, stacked near to the tool shed, and not within 10 feet of the nearest rail;
- (e) make a special report to the Inspector of Permanent Way of all cases of broken rails; and
- (f) exercise particular care to ensure that guys and scaffolding are kept at a proper distance from the line, during the erection or repair of buildings.

549. Each Inspector of Permanent Way is responsible for the safe custody of rails, chairs, sleepers, and other permanent way materials in his section and for their being kept clear of all lines and properly stacked.

Safe custody
of perman-
ent way
materials.

550. All tools and implements required for the repair of lines must, when not in use, be kept locked in a building, or in boxes, for the security of which, each Ganger on his own length of line, is responsible.

Implements
to be kept
locked up
when not
in use.

551. (1) Each Ganger must ensure that any couplings, chains, hooks, pins, iron or other materials found on the line, are collected and conveyed to the nearest station, as soon as possible after their being found.

Materials
found on
line to be
collected.

(2) A person must not sell or in any way dispose of old sleepers, timber, or material of any description, without the authority of the District Engineer.

Rules 552 and 553

Disposal
and report-
ing of
luggage
found on
line.

552. An employee finding luggage, goods, or other articles, not referred to in rule 551 of these rules, on the line must—

- (a) immediately take or send them to the nearest Station Master;
- (b) make a report containing the best information that can be obtained, respecting the train from which they may have fallen; and
- (c) make a special report to the Inspector of Permanent Way.

Employees
not to
remain on
running
lines when
train
approaching.

553. (1) When a train is approaching, Repairers and other employees at work on the permanent way must not remain on any running lines, nor between them, if the spaces are less than eleven feet between the inner rails of two lines, but must at once move clear of all lines, unless they can distinctly see that they are in a position of safety, and are in no danger from another train approaching them unobserved; and the employees must stop in the positions they have taken up, until the train has cleared a sufficient distance to enable them to see that no train is approaching on the other lines, before they re-cross the rails.

(2) Where circumstances compel employees to remain in the space between trains passing on adjoining lines, they must lie down.

(3) In a tunnel or place where the approach of a train cannot be observed or heard in time for employees to get out of the way, a Flagman must be appointed by the Ganger to give the necessary warning; and, on single lines, the working party must be protected in each direction.

(4) The men must also cease work in cases of fog, when the Ganger, or Leading Repairer considers that they would not have sufficient warning of the approach of a train, if that discontinuance of work does not endanger the safety of trains.

(5) Where of necessity a gang of men is working in a fog, the Ganger, or Leading Repairer in charge must send out a man in each direction to warn the gang of the approach of a train, either by shouting

Rules 553, 554 and 555

or using a loud whistle, and, should the occasion require it, the men sent out must place a detonator on the line on which the train is approaching.

(6) Where employees are working singly or in gangs, on or near lines in use for traffic, for the purpose of relaying or repairing the permanent way of those lines, the Ganger, or Leading Repairer must, in all cases where any danger is likely to arise—

- (a) provide one or more employees, as may be necessary, to maintain a good look-out, and to give warning of any train approaching and; if the occasion requires it, to place one detonator on the line on which the train is approaching; and
- (b) expressly instruct the "look-out" man or men to act for that purpose, and provide him or them with all appliances necessary to give effect to such "look-out."

(7) Where an authorised apparatus is provided for the purpose of giving warning, it is not necessary to employ "look-out" men as provided by sub-rule (6) of this rule.

554. Where a ballast train has to be moved whilst men are in the wagons—

- (a) the Ganger, or Leading Repairer must warn the men;
- (b) the Driver must sound his whistle, before the wagons are moved; and
- (c) the Driver must sound his whistle before reducing speed, preparatory to stopping.

Men on ballast trains to be warned before moving.

555. (1) Where employees are working in a tunnel—

- (a) when trains are approaching in both directions on double lines, they must, if unable to reach a recess in the walls, lie down either in the space between the two running lines or between the line and the side of the tunnel, until the trains have passed; and on single lines they must, if unable to reach a recess in the walls, lie

Employees working in tunnels.

Rules 555, 556 and 557

down between the line and the side of the tunnel, until the train has passed; and

- (b) every employee must make himself acquainted with the width of the space (*which depends on the construction of the tunnel*), in order that he may select the place which affords the greatest safety.

(2) Any failure by a Driver to comply with the requirements of these rules when passing through a tunnel or over points, bridges, level crossings or viaducts must be reported by the Ganger or Leading Repairer, to his Inspector.

(Note: Drivers have instructions that the whistle must be sounded on entering a tunnel to warn all employees who are working inside, and that it must be repeated occasionally when passing through long tunnels, and when entering and passing through deep cuttings situated on curves; they also have instructions not to throw out hot water, fire, or cinders whilst passing through a tunnel, or when passing over points, bridges, level crossings, and viaducts).

Drivers' attention to be directed to Guards' signals.

556. (1) In the event of any employee perceiving the Guard of an approaching train making signals to the Enginemen, he must immediately repeat the signal, so that the attention of the Driver may be directed to the Guard's van.

Drivers and Guards to be informed of open doors.

(2) In the event of any employee perceiving any of the doors of the carriages or wagons open, or chains or lashings hanging loose, or any loading in an unsafe position on an approaching train, he must endeavour to direct the attention of the Driver and Guard to the fact, by signal.

Permanent way and roads in yards to be left in safe condition.

557. Except in cases where it is unavoidable, a Ganger must ensure that the permanent way and roads in station yards which have been opened out during the daytime for the purpose of effecting repairs are filled in, and the ballast levelled off before he leaves work at night (*so that Shunters or others requiring to use the lines after sunset will not be exposed to unnecessary danger*); and in a

Rules 557, 558, 559, 560 and 561

case where this cannot be done, the Ganger must notify the Traffic employee in charge.

558. Instructions may be issued, by the Chief Traffic Manager, where necessary, modifying rule 527, 528, 529, 530, 531, 532 and 533, of these rules, in respect to certain lines, with reference to sending out Flagmen on those lines.

Alternative instructions to Flagmen.

559. The Inspector of Permanent Way must—

Inspector of Permanent Way to inspect section.

- (a) motor tricycle or walk over every length of his section at least once in each month, noting and reporting any defects in the line; and

- (b) travel over it as often as possible either on a locomotive or in a brake-van.

560. A line must not be lifted or slewed through sheds or tunnels, over bridges, or alongside platforms, without the use of gauges provided for the purpose; and the clearance shown on the Diagram of Clearance is to be maintained at all bridges, stations or other structures.

Line not to be lifted without the use of gauges.

561. (1) Where any section of railway is rendered unfit for ordinary traffic, through wash-aways or any other cause, the District Engineer may close the section by means of a General wire.

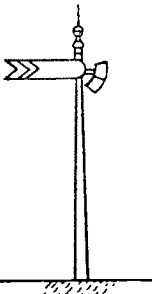
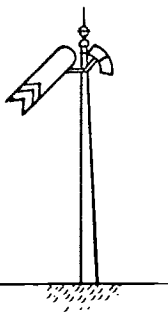
Sections unfit for ordinary traffic.

(2) Immediately on receipt of notice of closure of sections, the Station Masters controlling the sections concerned must withdraw the train staff, electric staff or both half-pilot keys for those sections, where single lines are affected, and keep them under lock and key in the office safe.

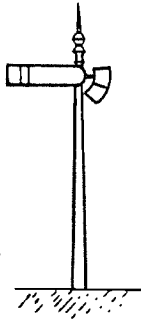
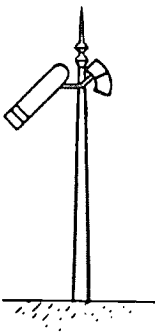
(3) Where double lines are affected, Signalmen must keep the starting signals in the *Stop* position or disconnected from the lever.

(4) Any train or trains required for use as work or ballast trains in the closed sections must run and work under the instructions of the Civil Engineering employee in charge of the operations.

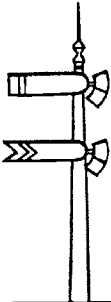
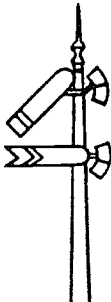

(5) As soon as the line is again fit for traffic and the work trains are cleared, the District Engineer must, by means of another General wire, re-open the section for the working of traffic, in accordance with the rules governing safeworking.

SIGNAL	DAY ASPECT	
Distant Signal	 Fig. 1	Yellow fishtailed arm with black chevron
	 Fig. 2	

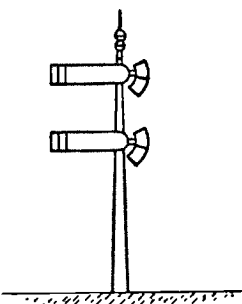
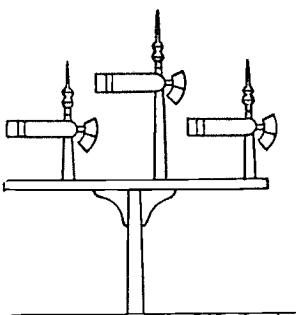
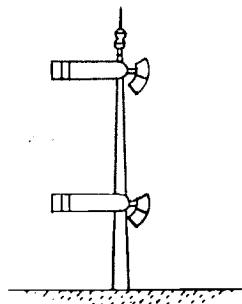
NIGHT ASPECT	INDICATION	SHORT TITLE
Yellow light	Proceed with caution prepared to stop	Caution Distant
Green light	Clear Proceed	Clear Distant

SIGNAL	DAY ASPECT	
Outer Home, Home, Directing, Starting, and Advance Starting Signals	 Fig. 3	Red square ended arm with white band
	 Fig. 4	


NIGHT ASPECT	INDICATION	SHORT TITLE
Red light	Stop	Stop Signal
Green light	Clear Proceed	Clear Signal

SIGNAL	DAY ASPECT	
Distant Signal on the same post as another fixed signal	 <p>Fig. 5</p>	Red square ended arm with white band over yellow fish tailed arm with black chevron
	 <p>Fig. 6</p>	
	 <p>Fig. 7</p>	

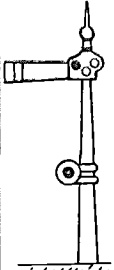
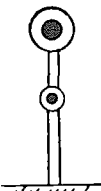

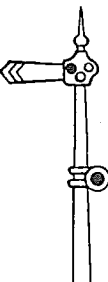
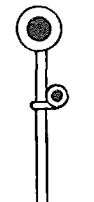

NIGHT ASPECT	INDICATION	SHORT TITLE
Red light Yellow light	Stop	Stop Signal
Green light Yellow light	Proceed with caution prepared to stop	Caution Signal
Green light Green light	Clear Proceed	Clear Signal

SIGNAL	DAY ASPECT
Two or more arms on the same post	<div><p>Fig. 8</p></div>
Type of bracket signal	<div><p>Fig. 9</p></div>
Co-acting signal	<div><p>Fig. 10</p></div>

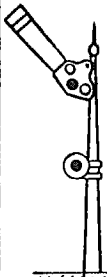
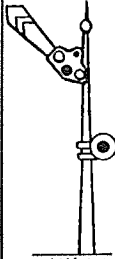




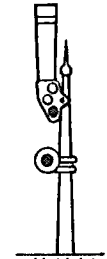
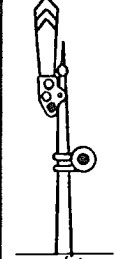

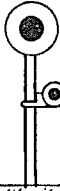


REMARKS
See Rule 60
See Rule 60
See Rule 62

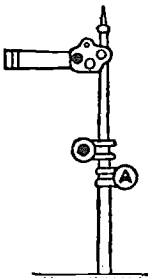
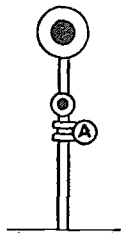
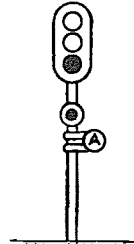
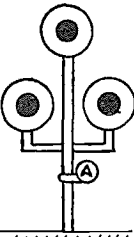
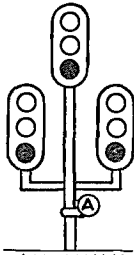
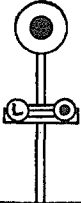
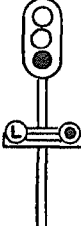
SIGNAL	DAY ASPECT
Signal out of use	 Fig. 11

REMARKS
See Rule 125 (2)


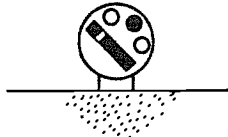
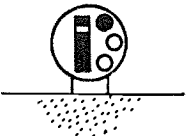
THREE ASPECT UPPER QUADRANT		THREE ASPECT COLOUR LIGHT			
SEMI-AUTO	AUTO	SEMI-AUTO	AUTO	SEMI-AUTO	AUTO
 Fig. 12		 Fig. 13		 Fig. 14	
	 Fig. 15		 Fig. 16		 Fig. 17

COLOUR OF LIGHT	OCCASION FOR USE	INDICATION	SHORT TITLE
Red Purple	Section is occupied, or when for any other reason it is required that the train should be stopped	Stop	Stop Signal
Red Purple	Section is occupied, or when for any other reason it is required that the train should be stopped	Stop, and then act in accordance with Rule 76, 77, or 79	Stop Signal


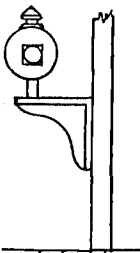

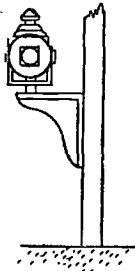
THREE ASPECT UPPER QUADRANT		THREE ASPECT COLOUR LIGHT			
SEMI-AUTO	AUTO	SEMI-AUTO	AUTO	SEMI-AUTO	AUTO
					
Fig. 18	Fig. 19	Fig. 20	Fig. 21	Fig. 22	Fig. 23
					
Fig. 24	Fig. 25	Fig. 26	Fig. 27	Fig. 28	Fig. 29

THREE ASPECT UPPER QUADRANT		THREE ASPECT COLOUR LIGHT		
SEMI-AUTO	SEMI-AUTO	AUTO	SEMI-AUTO	AUTO
 Fig. 30	 Fig. 31		 Fig. 32	
	 Fig. 33		 Fig. 34	
		 Fig. 35	 Fig. 36	



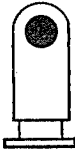





REMARKS
Semi-Automatic Signals operating as Automatic Signals See Rule 64(6) Colour of illuminated "A" is White
Semi-Automatic Signals with bracketed signals operating as Automatic Signals. See Rule 64(6) Colour of illuminated "A" is White
Arrival Signal showing L light See Rule 77 Colour of illuminated "L" is White

SIGNAL	DAY ASPECT	
Dwarf Signals	 Fig. 37	Red Arm Horizontal
	 Fig. 38	Red Arm 45°
	 Fig. 39	Red Arm 90° from Horizontal

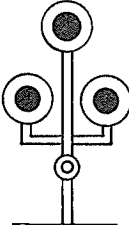
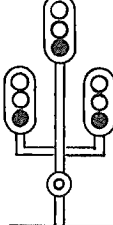
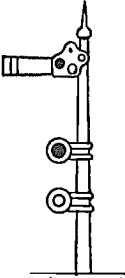
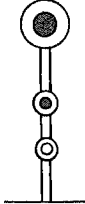
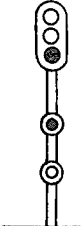
COLOUR OF LIGHT	OCCASION FOR USE	INDICATION	SHORT TITLE
Red	Section is occupied or when for any other reason it is required that the train should be stopped	Stop	Stop Signal
Yellow	Section is clear but Signal next in advance is at "Stop"	Proceed at normal speed prepared to stop at next signal	Caution Signal
Green	Section is clear and signal next in advance is at "Caution" or "Clear" for normal speed	Proceed at normal speed	Clear Signal

SIGNAL	DAY ASPECT		
Disc shunting signals	 Fig. 40	 Fig. 41	Red disc
	 Fig. 42	 Fig. 43	Yellow disc

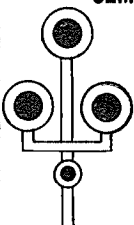
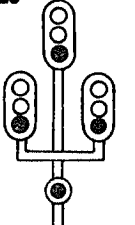
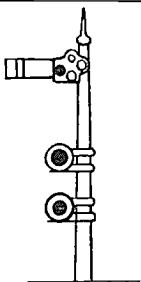
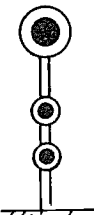
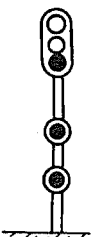
NIGHT ASPECT	INDICATION	SHORT TITLE
Red light	Stop	Stop Signal
Yellow light	Proceed with caution prepared to stop short of any obstruction	Caution shunting signal

COLOUR LIGHT GROUND SHUNTING SIGNALS		
		
Fig. 44.	Fig. 45.	Fig. 46.
		
Fig. 47.	Fig. 48.	Fig. 49.
		
	Fig. 50.	Fig. 51.



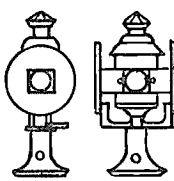
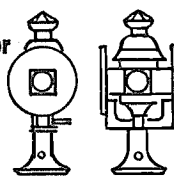
COLOUR OF LIGHT	OCCASION FOR USE	INDICATION	SHORT TITLE
Red	Section is occupied or when for any other reason it is required that the train should be stopped	Stop	Stop Signal
Yellow	Section is occupied or suitable for Low speed only	Proceed with Caution Prepared to Stop short of any obstruction	Caution Shunting Signal
Green	Section is clear but suitable for low speed only, and signal next in advance is at "Caution" or "Clear"	Proceed at low speed. Section is clear and signal next in advance is at "Caution" or "Clear"	Clear Shunting Signal

THREE ASPECT UPPER QUADRANT	THREE ASPECT COLOUR LIGHT			
SEMI-AUTO	SEMI-AUTO	AUTO	SEMI-AUTO	AUTO
SINGLE ASPECT	SHUNTING SIGNALS ON SAME POSTS AS SEMI-AUTO SIGNALS			
	 Fig. 52		 Fig. 53	
 Fig. 54	 Fig. 55		 Fig. 56	

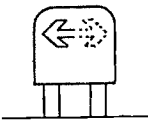
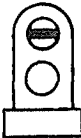

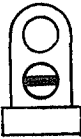

COLOUR OF LIGHT	OCCASION FOR USE	INDICATION	SHORT TITLE
Reds None	Section is occupied, or when for any other reason it is required that the train should be stopped	Stop	Stop Signal
Red Purple None	Section is occupied or when for any other reason it is required that the train should be stopped	Stop	Stop Signal

THREE ASPECT UPPER QUADRANT		THREE ASPECT COLOUR LIGHT		
SEMI-AUTO	SEMI-AUTO	AUTO	SEMI-AUTO	AUTO
SINGLE ASPECT SHUNTING SIGNALS ON SAME POSTS AS SEMI-AUTO SIGNALS				
	 Fig. 57		 Fig. 58	
 Fig. 59	 Fig. 60		 Fig. 61	

COLOUR OF LIGHT	OCCASION FOR USE	INDICATION	SHORT TITLE
Reds Yellow	Section is occupied or suitable for Low speed only	Proceed with caution prepared to stop short of any obstruction	Caution shunting signal
Red Purple Yellow	Section is occupied or suitable for Low speed only	Proceed with caution prepared to stop short of any obstruction	Caution shunting signal

POINT INDICATORS		DAY ASPECT
Catch Point Indicator Fig. 62		Red target
		Green target
Point Indicator Fig. 63		Red and Green target
Catch Point Indicator Fig. 64		Red target
		Green band
Point Indicator Fig. 65		Green band
		Red target

NIGHT ASPECT	INDICATION
Two Red Lights	Points Normal (Derailing position)
Two Green Lights	Points Reversed (Running position)
Red and Green Light	Green is exhibited on side for which Road is set
Red light	Points Normal (Derailing position)
Green light	Points Reversed (Running position)
Green light	Points Normal
Red light	Points Reversed

POINT INDICATORS			
Illuminated Arrow Indicator			
	Fig. 66		
Colour Light Point Indicators			
	Fig. 67	Fig. 68	
			
	Fig. 69	Fig. 70	

COLOUR OF LIGHT	INDICATION
Illuminated White Arrow	Arrow indicates direction in which points are set
Red bar of light	Points set against move or for any reason movement should not be made
Yellow bar of light	Points correctly set and shunting may proceed

Schedule, Forms S.W. 1 and 2

THE SCHEDULE.

FORMS.

[Butt]	S.W. 1.
Western Australian	Western Australian Government Railways.
Government	SIGNALMAN'S SHUNTING ORDER.
Railways.	(Form referred to in Rules 175 and
	205 of the Book of Rules.)
.....Station	..... Station.
.....19.....	.....19.....
Driver of No.....	Driver of No.....
.....Signalman.	You are hereby authorised to proceed
	outside station limits for shunting pur-
	poses only.
	The whole of your train must be brought
	within station limits or the Staff for the
	section received before this order is re-
	turned to the Signalman.
	.....Signalman.
	Time.....m.

[Butt]	S.W. 2.
Western Australian	Western Australian Government Railways.
Government	TRAIN STAFF TICKET.
Railways.	
TRAIN STAFF TICKET.	Ticket No.....
Ticket No.....	.....Line or Branch.
.....Line or Branch.	Train No.....
Train No.....	To the Driver.
From.....	You are authorised, after seeing the
To.....	Train Staff for the section, to proceed
.....Signalman.	from..... to....., and
	the Train Staff will follow.
	.....Signalman.
Date.....19.....	Date.....19.....

Forms S.W. 3 and 4

[Butt] Western Australian Government Railways.	S.W. 3. Western Australian Government Railways. Train Staff and Ticket System. CAUTION ORDER. (Form referred to in Rule 168 of the Book of Rules.)
..... 19 Received notice that Train No. left here at .. m. and the arrival at is not recorded at this Station.	..... Station. 19..... Driver of Train No. Up* No. Train left here at..... m. Down and the arrival at..... has not been entered in the Train Register Book. Line clear cannot be obtained and section time has elapsed. You are therefore instructed to proceed cautiously, being prepared to stop short of any obstruction.
..... Driver. Guard. Time..... m.	..... Signalman. Time m. * Strike out as necessary.

[Butt] Western Australian Government Railways.	S.W. 4. Western Australian Government Railways. Train Staff and Ticket System. NOTICE OF TRAIN AHEAD. (Form referred to in Rule 166 of the Book of Rules.)
NOTICE OF TRAIN AHEAD. Station. 19 .. Received notice that Train No. left here at..... m. and has not yet reported at .....	..... Station. 19..... Train No. left here at..... m. and has not yet been reported in at
..... Driver. Train. Time..... m	You are authorised to proceed from to and there await arrival of Train No..... at (Signed)..... Time m.

Forms S.W. 5 and 6

Western Australian Government Railways
Electric Train Staff Block System.
DAMAGED STAFF.
(Form referred to in Rule 216 of the Book of Rules.)

S.W. 5.

To Signalman.....19.....
Staff No.....for the Section.....
and.....cannot be placed in the
Instrument, owing to being damaged, and it is necessary for the
Instrument to be put in phase.
.....
Maintainer.
The Instrument has been put in phase in my presence.
Staff No.....withdrawn to balance.
....., Signalman,
or
....., Pilotman.
Time

This form must be promptly sent to the Signal and Telecommunica-
tions Engineer by the Maintainer.

Western Australian Government Railways.
Electric Train Staff Block System.
RECEIPT FOR DAMAGED STAFF.
(Form referred to in Rule 216 of the Book of Rules.)

S.W. 6.

To Signalman.....19.....
Staff No.....for the Section.....
and.....is damaged. It has been
withdrawn for repairs, and I hereby acknowledge receipt of it with
Staff No.....for balancing purposes.
.....
Maintainer.
This form must be retained by the Signalman until Staffs are returned.

Forms S.W. 7 and 8

S.W. 7.

Western Australian Government Railways.
BANK ENGINE KEY FORM.
(Form referred to in Rules 186 and 219 of the Book of Rules.)

No.....Station.
.....19.....

To the Driver of Bank Engine assisting No.....
I have received the:
* Staff
* Proceed Order
for No.....to proceed from.....
to....., and have seen the Bank Engine
Key for the Bank Engine to assist to mileage.....
.....Driver.

* Strike out as necessary.

On the return of the Bank Engine, this form must be delivered
together with the Bank Engine Key to the Signaller at the station
at which it was received.

S.W. 8.

Western Australian Government Railways.
Train Staff and Ticket System.
(Form referred to in Rule 185 of the Book of Rules.)
FORM A.

From Station Master.....
To District Traffic Superintendent.....
Up*.....at*.....
Down Train No.....is.....approaching
Station, and the staff for the Section.....to
.....is not available due to.....
The last train to enter the section was No.....which
departed.....Station at.....a.m.
.....19.....and arrived at.....p.m.
at.....a.m. on.....19.....Train travelled on
p.m.
Staff*
Ticket

* The Bank Engine Key is in the lock.

Please issue a Proceed Order to Driver of Train No.....to
travel from.....Station to.....
Station without the Train Staff for the section.
.....Station Master.

Time.....a.m.
.....p.m.
Date.....19.....

* Strike out as necessary.

Form S.W. 9

S.W. 9.

Western Australian Government Railways.
Train Staff and Ticket System.
(Form referred to in Rule 185 of the Book of Rules.)

FORM B.**Advice of Opposing Trains.**

From Station Master.....

To District Traffic Superintendent.....

Owing to the Staff not being available for $\frac{\text{Up}^*}{\text{Down}}$ Train No.....
to travel from.....Station to.....
Station.....Station is requesting the issue of a
Proceed Order.

The last $\frac{\text{Up}^*}{\text{Down}}$ Train that left here was No.....which departed
at..... $\frac{\text{a.m.}}{\text{p.m.}}$ on.....19..... and travelled on
Staff*
Ticket

*No train or locomotive will be permitted to foul the section until
the arrival of No.....at this Station.

*The Staff for the section is secured under lock and key and will
not be released until No.....has arrived at this Station, complete.

Form "C" will be issued to all $\frac{\text{Up}^}{\text{Down}}$ trains leaving this Station
until No.....arrives atStation.

Time..... $\frac{\text{a.m.}}{\text{p.m.}}$
Station Master.

Date.....19.....

* Strike out as necessary.

Form S.W. 19

S.W. 10.

Western Australian Government Railways.
 Train Staff and Ticket Systems.
 (Form referred to in Rule 185 of the Book of Rules.)

FORM C.
 (Serial No.....)
 (To be prepared in Triplicate.)

From Station Master.....

To Driver and Guard of No.....at.....Station.

You are hereby notified that No.....train has been authorised
 to travel from.....to.....on a
 Proceed Order and you must not proceed beyond.....
 Station until the crossing with train No.....has been effected there
 although the Staff may be available for the.....
 to.....section.

.....
Station Master.

Time.....
 a.m.
 p.m.

Date.....19.....

Noted by:—

Driver.....

Guard.....

Time.....
 a.m.
 p.m.

Date.....19.....

(A copy of this form must be handed to each the Driver and Guard.
 Triplicate to be signed by the Driver and Guard and sent to the District
 Traffic Superintendent.)

Form S.W. 11

S.W. 11.

Western Australian Government Railways.
Train Staff and Ticket System.
(Form referred to in Rule 185 of the Book of Rules.)

FORM D.

Authority to Travel through the Section without being in Possession
of the Train Staff or Ticket.

Proceed Order No.	(Serial No.)	Sent at	a.m. p.m.
Office of Origin		Sent by	
Date	/ /	Repeated back by	
Time	a.m. p.m.	Repeated back from	
		Repeated back at	a.m. p.m.

To Driver and Guard.
Train No.....at.....Station.
Today.....day.....19.....
No.....is authorised to travel from.....Station
to.....Station without being in possession of the
Train Staff or Ticket.

.....
District Traffic Superintendent.
Per.....
Train Controller.

Form S.W. 12 (E-Yellow)

S.W. 12.

Western Australian Government Railways.
Train Staff and Ticket System.
FORM E—PROCEED ORDER.

Authority to travel through
Staff Section without being in
possession of Train Staff or
Ticket.

Proceed Order No.	
Office of Origin	
Date	/ /
Time	a.m. p.m.

To Driver and Guard.
Train No.....at.....Station.
Today.....day.....19..... No.....is authorised
to travel from..... Station to..... Station
without being in possession of the Train Staff or Ticket.

Note—The train must travel cautiously. The locomotive headlight
must be lighted when visibility is bad.
Countersigned

..... District Traffic Superintendent.
Guard, Train No.....

(Original to be handed to Driver, duplicate to remain in book.)

The Driver must retain this order until the train has arrived at
the station in advance, complete, when it must be handed to the
Signalman who must immediately cancel it by writing the word
“Cancelled” across it and inserting the time and date, except as pro-
vided by paragraph (b) of subrule (1) of rule 372 of the Book of Rules.

Form S.W. 12 (carbon)

Western Australian Government Railways.

Carbon of Form E.

(To be left in book.)

NOT TO BE USED AS AN AUTHORITY TO ENTER THE
SECTION.

Form S.W. 13

S.W. 13.

Western Australian Government Railways.
Electric Train Staff Block System.
(Form referred to in Rule 217 of the Book of Rules.)

FORM A.

From Station Master.....
To District Traffic Superintendent.....
Up* Train No..... is at*
Down approaching
Station and the Staff for the section..... to
..... is not available due to.....
.....
The last train to enter the section was No..... which
departed..... Station at..... a.m. on
..... 19..... and arrived at..... p.m.
Station at..... a.m. on..... 19..... and travelled
on Staff No..... p.m.
The electric staff apparatus has been thoroughly tested.
*The Bank Engine Key is in the Switch Lock at.....
Station and has been tested.
Please issue Proceed Order for Driver of train No..... to
travel from..... Station to.....
Station without being in possession of the Staff for the section.
a.m.
Time..... p.m.

.....
Station Master.

Date 19.....
* Strike out as necessary.

Form S.W. 14

S.W. 14.

Western Australian Government Railways.
Electric Train Staff Block System.
(Form referred to in Rule 217 of the Book of Rules.)

FORM B.

Advice of Opposing Trains.

From Station Master.....
To District Traffic Superintendent.....
Owing to the Staff not being available for Up* train No.....
to travel from.....Station to.....
Station.Station is requesting the issue of a
Proceed Order.
The last Up* train that left here was No.....which departed
Down
at.....a.m. on.....19.....and travelled on Staff
p.m.
No.....
The electric staff apparatus has been thoroughly tested.
*Staff No.....was withdrawn and is secured under lock
and key at my Station and will not be released until No.....
arrives at this Station, complete.
*No train or locomotive will be permitted to foul the section until
the arrival of No.....at this Station.
Form "C" will be issued to all Up trains leaving this Station
until No.....arrives at.....
Down
Time.....a.m.
p.m.

.....
Station Master.

Date19.....

* Strike out as necessary.

Form S.W. 15

S.W. 15.

Western Australian Government Railways.
Electric Train Staff Block System.
(Form referred to in Rule 217 of the Book of Rules.)

FORM C.
(Serial No.....)
(To be prepared in Triplicate.)

From Station Master.....
To Driver and Guard of No..... atStation.
You are hereby notified that No.....train has been authorised to
proceed from.....to.....on a
Proceed Order and you must not proceed beyond.....
Station until the crossing with train No.....has been effected there,
although the Staff may be available for the.....
to.....section.

.....
Station Master.
Time.....
a.m.
p.m.
Date.....19.....
Noted by:—
Driver.....
Guard.....
Time.....
a.m.
p.m.
Date.....19.....

(A copy of this form must be handed to each the Driver and Guard.
Triplicate to be signed by the Driver and Guard and sent to the District
Traffic Superintendent.)

Form S.W. 16

S.W. 16.

Western Australian Government Railways.
Electric Train Staff Block System.
(Form referred to in Rule 217 of the Book of Rules.)

FORM D.

Authority to Travel through the Section without being in Possession
of the Electric Staff.

Proceed Order No.	(Serial No.)	Sent at	a.m. p.m.
Office of Origin		Sent by	
Date	/ /	Repeated back by	
Time	a.m. p.m.	Repeated back from	
		Repeated back at	a.m. p.m.

To Driver and Guard.
Train No.....at.....Station.
Today..... day.....19.....
No.....is authorised to travel from.....Station
to.....Station without being in possession of the
Electric Staff.

.....
District Traffic Superintendent.

Per.....
Train Controller.

Form S.W. 17 (E-Green)

S.W. 17.

Western Australian Government Railways.
Electric Train Staff Block System.
FORM E—PROCEED ORDER

Authority to travel through
Staff Section without being in
possession of Electric Staff.

Proceed Order No.	
Office of Origin	
Date	/ /
Time	a.m. p.m.

To Driver and Guard.
Train No.....at.....Station.
Today.....day.....19..... No.....is authorised
to travel from.....Station to.....Station
without being in possession of the Electric Staff.

Note—The train must travel cautiously. The locomotive headlight
must be lighted when visibility is bad.

Countersigned
..... District Traffic Superintendent.

Guard, Train No.....

(Original to be handed to Driver, duplicate to remain in book.)

The Driver must retain this order until the train has arrived at
the station in advance, complete, when it must be handed to the
Signalman who must immediately cancel it by writing the word
"Cancelled" across it and inserting the time and date, except as pro-
vided by paragraph (b) of subrule (1) of rule 379 of the Book of Rules.

Form S.W. 17 (carbon)

Western Australian Government Railways.

Carbon of Form E.

(To be left in book.)

NOT TO BE USED AS AN AUTHORITY TO ENTER THE SECTION.

Form S.W. 18

S.W. 18.

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form referred to in Rule 254 of the Book of Rules.)

FORM A.

From Station Master/Guard, of No.....at.....
To District Traffic Superintendent.....
Up* No.....train is at/approaching*.....
Down
Up* and departure signal No.....will not exhibit the Proceed
Down indication.

The following apparatus applying to the system of single line auto-
matic signalling in operation at this Station has been examined:—
Track indicator shows.....
Points properly set.....
Signal lever correctly operated.....
Releasing switch correctly operated.....
Motor points crank handle.....
Points motor crank handle aperture closed and locked.....
Half Pilot Key in case and turned to "In".....
Please issue a Proceed Order for Driver of No.....to pass
Up*
Down departure signal No.....at.....Station
in the Stop position.
Time..... a.m.
p.m.
Date.....19.....

Station Master/Guard.

* Strike out as necessary.

Information as Applicable to be Supplied by the Centralised Traffic
Control Operator or the Signaller in Charge of a Remote Control
System.
(1) Is there a train movement that prevents the signal being cleared?
.....
(2) The last opposing train in the section was No.....which
left Station at..... a.m.
p.m. on.....
19.....and arrived at..... Station at..... a.m.
p.m. on.....19.....
(3) The next opposing train is No.....and it is now at or
approaching.....
(4) Has the Driver of this train been issued with Form C if required?
.....

Form S.W. 18 (contd.) and S.W. 19.

- (5) The last train through the section was No.....and it is now at or approaching.....

(6) Has the last train through the section been checked as complete?

(7) Have the train movements been checked with the Auto. Train Diagram?.....

(8) What does illuminated Track Diagram show for the section concerned?.....

(9) Did previous train shunt a switchlocked siding?.....

(10) On what line is the train standing?.....

(11) What points indication shows?.....

(12) Have other departure signals in the same direction been tested?

Result.....

(13) Has the departure signal at the opposite end of the section been tested?.....

Result.....

(14) If (11) suggests a points failure have local Staff or Guard operated the points by hand to attempt to clear?.....

(15) Have approach lock releases been operated as necessary?.....

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form Referred to in Rule 254 of the Book of Rules.)

S.W. 19.

FORM B—ADVICE OF OPPOSING TRAINS.

From Station Master.....

To District Traffic Superintendent.....

Up*
Advice has been received that Departure signal No.....
Down
at.....will not exhibit the Proceed indication for train
No.....

Up*
The last train that left here was No.....at.....a.m.
Down
p.m.

on.....19.....and *arrivedstation
*has not arrived

a.m.
at.....on.....19.....
p.m.

*No train or locomotive will be permitted to foul the.....
to.....section until the arrival of No.....at this
Station.

Up*
*Form "C" will be issued to all trains leaving this Station
Down
until No.....arrives at.....

Station Master.

a.m.
Time.....
p.m.

Date.....19.....

* Strike out where not applicable.

Form S.W. 20

S.W. 20.

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form referred to in Rule 254 of the Book of Rules.)

FORM C.
(Serial No.....)
(To be prepared in Triplicate.)

From Station Master.....
To Driver and Guard Train No.....at.....
You are hereby notified that train No.....has been authorised
to pass Up* departure signal No.....at.....in the
Down
Stop position and you must not proceed beyond.....
until the crossing with train No.....at.....
has been effected.

.....
Station Master.

Time.....a.m.
p.m.

Noted by:—
Driver.....
Guard.....
Time.....a.m.
p.m.

* Strike out as necessary.

(A copy of this form must be handed to each the Driver and Guard.
Triplicate signed by the Driver and Guard, to be sent to the District
Traffic Superintendent.)

Form S.W. 21

S.W. 21.

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form referred to in Rule 254 of the Book of Rules.)

FORM D.—PROCEED ORDER.

Authority to Pass the Departure Signal in the Stop Position.

Proceed Order No.	(Serial No.)	Sent at	a.m. p.m.
Office of Origin		Sent by	
Date	/ /	Repeated back by	
Time	a.m. p.m.	Repeated back from	
		Repeated back at	a.m. p.m.

To Driver and Guard.
Train No.....at.....
Today.....day.....19.....
No.....is authorised to pass the *.....departure
signal No.....at.....in the Stop position.
.....
District Traffic Superintendent.
Per.....
Train Controller.
* Here insert Up or Down as the case may be.

Form S.W. 22 (E-Pink)

S.W. 22.

Western Australian Government Railways.
Single Line Automatic Signalling System.
FORM E—PROCEED ORDER.

Authority to pass the Departure
signal in the Stop position.

Proceed Order No.	
Office of Origin	
Date	/ /
Time	a.m. p.m.

To Driver and Guard.

Train No.....at.....

Today.....day.....19..... No.....is authorised
to pass the.....Departure signal No.....at
.....In the Stop position.

Note—The train must travel cautiously, the Driver being prepared
to find the section obstructed, points wrongly set, or a broken or
displaced rail. The engine headlight must be lighted when the visibility
is bad.

Countersigned
District Traffic Superintendent.

Guard, Train No.....

(Original to be handed to Driver, duplicate to remain in book.)

Immediately after the Departure signal quoted above has been
passed in the Stop position the Driver must write "Cancelled" across
this Proceed Order and attach it to his daily running statement.

Form S.W. 22 (carbon)

Western Australian Government Railways.

Carbon of Form E.

(to be left in book.)

NOT TO BE USED AS AN AUTHORITY TO ENTER THE
SECTION.

Form S.W. 23

S.W. 23.

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form referred to in Rule 255 of the Book of Rules.)
FORM A.—TRAIN ORDER.

Train Order No.	(Serial No.)	Sent at	a.m. p.m.
Office of Origin		Sent by	
Date	/ /	Repeated back by	
Time	a.m. p.m.	Repeated back from	
		Repeated back at	a.m. p.m.

To Driver and Guard.
Train No.....at.....
Today..... day.....19.....
No.....will cross No.....at.....
Instructions.....
.....
Note.—This does not authorise the passing of Departure signals at Stop.
.....
District Traffic Superintendent.
Per.....
Train Controller.

Form S.W. 24

S.W. 24.

Western Australian Government Railways.
Single Line Automatic Signalling System.
(Form referred to in Rule 255 of the Book of Rules.)
FORM B.—TRAIN ORDER.

Train Order No.		To be filled in on all copies.	
Office of Origin		Received at	<u> a.m.</u> <u> p.m.</u>
Date	/ /	Received by	
Time	<u> a.m.</u> <u> p.m.</u>	Repeated back by	
		Repeated back at	<u> a.m.</u> <u> p.m.</u>

To Driver and Guard.
Train No. at
Today..... day..... 19.....
No..... will cross No..... at
Instructions
.....
Note.—This does not authorise the passing of Departure signals at
Stop.
.....
District Traffic Superintendent.

Form S.W. 25

S.W. 25.

[Butt] Western Australian Government Railways.	Western Australian Government Railways. Single Line Automatic Signalling System. (Form referred to in Rule 265 of the Book of Rules.) PILOT KEY CAUTION TICKET.
Ticket No.	Ticket No.
Train No.	To the Driver of Train No.
From	You are authorised to proceed from.....to.....
To	The last train that left here was No. a.m. and arrived*
Signalman.	at p.m. has not yet reported in*
Date.....19.....	at
I have seen the complete Pilot Key for the section.	The Driver must see the complete Pilot Key for the section before accepting this ticket.
*I note that the last train to leave here has not yet reported at	Signalman.
Driver.	Date 19
* Strike out if not required.	* Strike out whichever is not applicable.

[Reverse]

The Pilot Key Caution Ticket will apply only to a single journey to the other end of the section, where it must be given up by the Driver to the Signalman, who must cancel the ticket by writing the word "Cancelled" across the face of it, and forward it to the District Traffic Superintendent.

Form S.W. 26

S.W. 26.

Western Australian Government Railways.

INSTITUTING PILOTWORKING.

(Form referred to in Rule 329 of the Book of Rules.)

.....Station.19.....
.....a.m.
.....p.m.

To..... at.....

Owing to the *.....all traffic
will pass between.....
and.....on the.....main line
in charge of.....who will act as Pilotman.

No train is to be allowed to pass into this section unless the Pilot-
man is present and gives his permission.

The Driver of each train must read this form before entering the
section.

This order must remain in force until cancelled by the Person-in-
Charge for the time being at the Station where pilotworking was
instituted.

Catch points exist at.....mileage.
(Delete if no catch points exist.)

.....
Person-in-Charge.

Noted by ‡..... at.....m.
" " ‡.....".....m.
" " ‡.....".....m.
" " ‡.....".....m.
" " ‡.....".....m.
" " ‡.....".....m.
" " ‡.....".....m.
" " ‡.....".....m.

.....
Pilotman.

* Here insert:—"Line being blocked between.....and....."
"Staff lost", "Staff damaged", "Pilot Key lost", "Half
Pilot Key lost", "Failure of Apparatus", or as the case
may be.

† If on a double line insert here "Up" or "Down" as the case may be.
‡ These signatures must be made on the copy held by the Pilotman.

Forms S.W. 27 and 28

S.W. 27.

Western Australian Government Railways.

RELIEF OF PILOTMAN.

(Form referred to in Rule 333 of the Book of Rules.)

..... Station.
..... 19

*To at Pilotman
..... appointed to work between.....
and is now being relieved; new forms are being
issued and.....appointed as Pilotman.

.....
Person-in-Charge.

* Each person who receives a pilotworking form must also be handed a copy of this order.

S.W. 28.

Western Australian Government Railways.

PILOTWORKING CANCELLATION ORDER.

(Form referred to in Rule 334 of the Book of Rules.)

..... Station.
..... 19

*To.....

Pilotworking arrangements made at.....
on.....19.....for the line between.....
and are hereby cancelled, and ordinary working
will be resumed.

On a double line section, the Pilotman must accompany the first
train to pass over the line that was obstructed, and ride on the loco-
motive.

.....
Person-in-Charge.

* Each person who receives a form instituting pilotworking must be
handed a copy of this order.

Form S.W. 29

S.W. 29.

Western Australian Government Railways.
Telegram.
RESUMPTION OF ORDINARY WORKING.
(Form referred to in Rule 334 of the Book of Rules.)

.....Station.
.....19.....

To..... at.....

Train No.....accompanied by the Pilotman arrived here at.....

a.m.
p.m.

I have received my cancellation order. All pilotworking forms issued have been collected and cancelled by the Pilotman. I have checked these against the notation on the Pilotman's form.

*Electric Staff System.—The Staff has been placed in the Staff Instrument.

*Staff and Ticket System.—The Staff has been received.

*Single Line Automatic Signalling System.—The Half-pilot key has been replaced in the pilot key box.

*Normal working may be resumed.

*On Double Line the Pilotman will accompany train No.....over the obstructed road.....

.....Signalman.

Time.....

a.m.
p.m.

Date.....19.....

Received by.....

.....Signalman.

Time.....

a.m.
p.m.

* Delete the words not applicable.

Forms S.W. 30 and 31

[Butt]
Western Australian
Government
Railways.
Ticket No.
Train No.
From
To
Pilotman.
I have read the form
held by the Pilotman.
*I note that the last
train to leave here has not
yet reported at
Driver.
* Strike out if not
required.

S.W. 30.
Western Australian Government Railways.
PILOTMAN'S CAUTION TICKET.
(Form referred to in Rule 330 of
the Book of Rules.)
Ticket No.
To the Driver of Train No.
You are authorised to proceed from
..... to
The last train that left here was No.
.....
a.m. and arrived*
at
p.m. has not yet reported in*
at
The Driver must examine the pilot-
working form held by the Pilotman before
accepting this ticket.
Pilotman.
Date.....19.....
* Strike out whichever is not applicable.

[Reverse]

The Pilotman's Caution Ticket will apply only to a single journey
to the other end of the section and must be given up by the Driver
to the Signaller, who must cancel the ticket by writing the word
"Cancelled" across the face of it, and forward it to the District Traffic
Superintendent.

[Butt]
Western Australian
Government
Railways.
Received notice that
Pilot Working* is in
Pilot Key Working
force between
and
Driver.
Date.....19.....
Time.....m.
* Strike out as necessary.

S.W. 31.
Western Australian Government Railways.
(Form referred to in Rules 262 and 330
of the Book of Rules.)
NOTICE TO DRIVER THAT PILOT WORK-
ING OR PILOT KEY WORKING IS
IN FORCE.
To Driver of No.
You are hereby notified that—
Pilot Working*
Pilot Key Working
is in force between and
.....
(Signature)
Date.....19.....
Time.....m.
* Strike out as necessary.

Forms S.W. 32, 33 and 34 (Yellow)

S.W. 32.

Western Australian Government Railways.
Block Telegraph System.
RESUMPTION OF BLOCK TELEGRAPH WORKING.
(Form referred to in Rule 298 of the Book of Rules.)

To Signalman at.....Signal-box.

The Block Telegraph Instruments which have been out of use since
.....m. are again in working order and Block Telegraph Working
will now be resumed.

Signed.....
Signalman,
at.....

Time.....

a.m.
p.m.

Date.....19.....

S.W. 33.

Western Australian Government Railways.

Instrument out of use.
Obstruction exists at Mileage

S.W. 34.

Western Australian Government Railways.
SIGNALMAN'S WRONG-DIRECTION ORDER.

Form referred to in the Book of Rules:

Rules—
372. Train Staff and Ticket System.
379. Electric Train Staff System.
393. {Block Telegraph System. Double Line.
 {Automatic Signalling System. Double Line.

To Driver of locomotive No.....working train No.....
You are authorised to return with your train to this signal-box.
Catch points exist at.....

.....
Signalman.
.....Signal-box.

Time.....

a.m.
p.m.

Date.....19.....

*Countersigned.....
Signalman.
at.....Signal-box.

* If necessary.

Form S.W. 35 (Green)

S.W. 35.

Western Australian Government Railways.
DRIVER'S ORDER FOR ASSISTANCE.

Form referred to in the Book of Rules:

- Rules—
- | | |
|---------------|--|
| 369, 370, 372 | Train Staff and Ticket System. |
| 377, 379 | Electric Train Staff System. |
| 384, 387 | Automatic Signalling System, Single Line. |
| 393 | {Block Telegraph System, Double Line. |
| | {Automatic Signalling System, Double Line. |
- (A supply of these forms must be kept by each Driver.)

To the Signalman at.....Signal-box.

Allow a relief train to proceed to my train which is stationary at
.....miles.....chains.

I will not move my locomotive in any direction until the arrival
of the relief train.

Reason for requiring assistance.....

Tonnage, including disabled locomotive.....

Catch points exist at.....

Driver.

Train No..... Loco. No.....

Time.....
a.m.
p.m.

Date.....19.....

*Countersigned.....

Signalman.

at.....Signal-box.

* If necessary.

Form S.W. 36 (Pink)

S.W. 36.

Western Australian Government Railways.
GUARD'S WRONG-DIRECTION ORDER.

Form referred to in the Book of Rules:

- Rules—
- 367, 371, 372 Train Staff and Ticket System.
 - 377, 378, 379 Electric Train Staff System.
 - 383, 387, 388 Automatic Signalling System, Single Line.
 - 391, 393, 394 {Block Telegraph System, Double Line.
 - {Automatic Signalling System, Double Line.
- (A supply of these forms must be kept by each Guard.)

To the Signalman at.....Signal-box.

Allow the Driver of locomotive No.....Train No.....to return
in the wrong direction to the remainder of his train at.....miles
.....chains.

I will prevent it being moved until the return of the locomotive.

.....Guard.

Train No.....

Time.....
 a.m.
 p.m.

Date19.....

*Countersigned.....
 Driver of Assisting Engine.

*Countersigned.....
 Signalman,
 at.....Signal-box.

Catch points exist at.....

* If necessary.

Forms S.W. 37 and 38

S.W. 37.

Western Australian Government Railways.

GUARD'S SET BACK ORDER FOR DIVIDED TRAIN.

(Form referred to in Rule 362 of the Book of Rules.)

(A supply of these forms must be kept by each Guard.)

To Driver of Locomotive No.....

I authorise you to set back to the rear portion of your train.

Catch points exist at.....

Guard.

Time.....
a.m.
p.m.

Date.....19.....

*Countersigned.....
Driver of Assisting Engine in Rear.*Countersigned.....
Signalman,

at.....Signal-box.

* If necessary.

S.W. 38.

Western Australian Government Railways.

ADVICE TO DRIVER OF LOCATION OF OBSTRUCTION.

(Form referred to in Rules 368, 369 and 375 of the Book of Rules.)

To the Driver of Train No.....

An obstruction exists at.....miles.....chains.

You are therefore instructed to proceed cautiously, being prepared to obey any hand signals that may be exhibited.

Signalman.

Station.....

Time.....
a.m.
p.m.

Date.....19.....

Form S.W. 39

S.W. 39.

Western Australian Government Railways.

REMOTE CONTROL OF SIGNALLING APPARATUS.
(Form referred to in Rule 121 of the Book of Rules.)

Application for authority to disconnect for repair or replacement
signals, points, controlled switch locks, control equipment or other
apparatus remote from the control panel.

To the operator at.....Station.

*It is necessary to.....
.....
.....
.....
.....
.....Station.

* Here detail work to be carried out giving apparatus designations
and numbers.

The estimated time to complete is.....hrs.....mins.

Affected signals will be fixed at Stop.

Arrangements can be made to handsignal trains while work is in
progress. This does not include hand signalling past Departure signals.

Requested by.....(name)
Designation.....
Date
Time.....

Approval.

Operator at.....to.....(name).

Progressive Approval No.....

Work may begin after Train No.....at approximately
.....and must be completed by.....
for Train No.....

Signed.....Operator.

Advice of Completion.

To Operator at.....Station.

Work under approval No.....is complete.

Signed.....
.....a.m.
.....at.....p.m.

Advice of Test.

Operator at.....to.....(name).

Tested all correct at.....a.m.
.....p.m. by.....(name).

532

Approved by His Excellency the Governor in Council this
23rd day of August, 1962.

P. L. SPARROW,
Acting Clerk of the Council.