

## CHAPTER I PRELIMINARY

### 1.01. Short title and commencement.

- (1) These rules may be called the Indian Railways (Open Lines) General Rules, 1976.
- (2) They shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.

**SR 1.01(1).01.** - The General Rules apply to all Indian Railways. The Subsidiary Rules are prefixed SR and apply only to South East Central Railway.

**SR 1.01(1).02.** - General Rules are liable to be revised by the Government of India and the Subsidiary Rules by the Authorised Officer of this Railway appointed by the General Manager and shall be duly notified.

**SR 1.01(1).03.** - The unified subsidiary Rules (USR) are issued by the Railway Board and apply to Indian Railway. However, Zonal Railways have full discretion to amend/modify/add/delete the unified subsidiary rules (USR) based on local condition prevailing over their Railway.

### 1.02. Definitions. - In these rules, unless the context otherwise requires, -

- (1) “**Act**” means the Indian Railways Act, 1989(24 of 1989);
- (2) “**Adequate distance**” means the distance sufficient to ensure safety;
- (3) “**Approach lighting**” means an arrangement in which the lighting of signals is controlled automatically by the approach of a train;
- (4) “**Approved special instruction**” means special instructions approved of or prescribed by the Commissioner of Railway Safety;
- (5) “**authorised officer**” means the person who is duly empowered by general or special order of the Railway Administration, either by name or by virtue of his office, to issue instructions or to do any other thing;

**SR 1.02(5).01.** - (a) The nomination of Authorised Officer under this Rule is notified from time to time in the official Gazette or/and circular of this Railway ;

(b) Power to issue working instructions is also delegated to the Divisional Railway Managers within their own Divisions and to their Senior Divisional, Divisional and Assistant Operating Officers personally acting on behalf of the Divisional Railway Managers. No other official has authority to issue Working Instructions except when necessary in an emergency and then only on behalf of the Divisional Railway Manager.

(6) “**authority to proceed**” means the authority given to the Driver of a train, under the system of working, to enter the block section with his train ;

(7) “**axle counter**” means an electrical device which, when provided at two given points on the track, proves by counting axles in and counting axles out, whether the section of the track between the said two points is clear or occupied

(8) “**block back**” means to dispatch a message from a block station intimating to the block station immediately in rear on a double line, or to the next block station on either side on a single line, that the block section is obstructed or is to be obstructed ;

(9) “**block forward**” means to dispatch a message from a block station on a double line intimating to the block station immediately in advance the fact that the block section in advance is obstructed or is to be obstructed ;

**(10) “block section”** means that portion of the running line between two block stations on to which no running train may enter until Line Clear has been received from the block station at the other end of the block section;

**SR 1.02(10).01. Demarcation of Block-section**

<b>Class of station</b>	<b>Points at the station in rear from which “Block section” commences.</b>	<b>Points at the Station in advance at which “Block-Section” ends.</b>
“A” class at both Single line sections.	At the Last Stop Signal	At the Starter Signal
‘B’ Class-Double line in Two-Aspect Signalling Territory.	At the Last Stop signal	At the Home signal
“B” Class Double line in Multiple Aspect or Modified Lower quadrant Signalling Territory.	At the Last Stop signal	At the Outermost facing points or at the Block Section Limit Board where there are no facing points or the Outermost points are trailing.
“B” Class-Single line Provided-in Two-Aspect signalling Territory.	(i) At the Advanced starter, if one is provided  or (ii) At the Shunting Limit Board if there is no Advance Starter;  or  (iii) At the Home signal for the opposite direction, if there is no advance starter or Shunting limit Board	(i) At the Advanced Starter for opposite direction, if one is provided.  or (ii) At the Shunting Limit Board for the opposite direction, if there is no Advance Starter ;  or  (iii) At the Home signal, if there is no Advanced Starter or Shunting Limit Board for opposite direction;

Class of station	Points at the station in rear from which “Block section” commences.	Points at the Station in advance at which “Block-Section” ends.
	or (iv) At the outermost facing points, if there is no Advanced Starter, Shunting Limit Board or Home signal	or (iv) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction or Home signal.
‘B’ Class- Single line provided in Multiple Aspect or Modified Lower quadrant Signalling Territory.	(i) At the Advanced Starter, if one is provided ;  or (ii) At the Shunting Limit Board, if there is no Advanced Starter ;  or (iii) At the outermost facing points, if there is no Advanced Starter or Shunting Limit Board.	(i) At the Advanced Starter for the opposite direction, if one is provided ;  or (ii) At the Shunting Limit Board for the opposite direction, if there is no Advanced Starter ;  or (iii) At the Outermost facing points, if there is no Advanced Starter or Shunting Limit Board for opposite direction.
At “C” Class provided in Two Aspect or Multiple aspect or Modified Lower quadrant Signalling Territory both on Double line and Single line sections.	At the Home signal	At an adequate distance beyond the Home signal (the adequate distance shall not be less than 400 metres).

(11) “Centralised Traffic Control” means a system by which the working of trains over a route, to which the system applies, is governed by fixed signals remotely controlled from a designated place ;

(12) “Centralised Traffic Control Operator” means the person on duty who may for the time being be responsible for the working of trains on the centralised Traffic Control ;

(13) “**Commissioner of Railway Safety**” means an Inspector appointed to exercise any functions under the Act, and includes an Additional Commissioner of Railway Safety ;

(14) “**Competent railway servant**” means a railway servant duly qualified to undertake and perform the duties entrusted to him ;

(15) “**Connections**” when used with reference to a running line, means the points and crossings or other appliances used to connect such line with other lines or to cross it ;

(16) “**Controller**” means a railway servant on duty who may for the time being be responsible for regulating the working of traffic on a section of a railway provided with the system of speech communication ;

(17) “**day**” means from sunrise to sunset ;

(18) “**direction of traffic**” means - (a) On a double line, the direction for which the line is signaled;

(b) On a single line, the direction for the time being established under the system of working, to allow trains to move in that direction;

(19) “**Loco pilot**” means the engine loco pilot or any other competent railway servant for the time being in charge of driving a train;

(20) “**electrical communication instrument**” means either a telephone or a Morse telegraph instrument ;

(21) “**facing and trailing points**” : points are facing or trailing in accordance with the direction a train or vehicle moves over them. Points are said to be facing points when by their operation a train approaching them can be directly diverted from the line upon which it is running

(22) “**fixed signal**” means a signal of fixed location indicating a condition affecting the movement of a train and includes a semaphore arm or disc or fixed light for use by day and fixed light for use by night ;

(23) “**fouling mark**” means the mark at which the infringement of fixed Standard Dimensions occurs, where two lines cross or join one another ;

SR 1.02(23).01.- Train or vehicle placed on either of the two lines must stand inside this “fouling mark” in order to avoid the risk of collision with a train or vehicle moving on the other line.

(24) “**Gangman**” means a railway servant employed on permanent way or work connected therewith ;

(25) “**Gangmate**” means the person in charge of a gang of workmen employed on permanent way or work connected therewith ;

(26) “**Gateman**” means a competent railway servant posted at a level crossing for working the gates;

(27) “**Goods train**” means a train (other than a material train) intended solely or mainly for the carriage of animals or goods ;

(28) **“Guard”** means the railway servant in charge of a train and includes a Brakesman or any other railway servant who may for the time being be performing the duties of a Guard;

(29) **“Inspector of Way or Works”** means any Inspector or Assistant Inspector responsible for the construction or maintenance of permanent way, points and signals, bridges or other works connected therewith;

(30) **“Interlocking”** means an arrangement of signals, points and other appliances, operated from a panel or lever frame, so interconnected by mechanical locking or electrical locking or both that their operation must take place in proper sequence to ensure safety ;

(31) **“Intermediate Block Post”** means a class “C” station on a double line, remotely controlled from the block station in rear ;

(32) **“Intermediate Block Signalling”** means an arrangement of signalling on double line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post ;’

(33) **“Isolation”** means an arrangement, secured by the setting of points or other approved means, to protect the line so isolated from the danger of obstruction from other connected line or lines ;

(34) **“Last Stop signal”** means the fixed Stop signal of a station controlling the entry of trains into the next block section;

(35) **“Level Crossing”** means the intersection of road with railway track at the same level ;

(36) **“Level Crossing gate”** means any form of movable barrier, including a chain, capable of being closed across the road at the level crossing, but does not include a wicket or a turnstile for the use of pedestrians ;

(37) **“Line Clear”** means the permission given from a block station to a block station in rear for a train to leave the latter and approach the former ; or the permission obtained by a block station from a block station in advance for a train to leave the former and proceed towards the latter ;

(38) **“Main line”** means the line ordinarily used for running trains through and between stations ;

(39) **“Material train”** means a departmental train intended solely or mainly for carriage of railway material when picked up or put down or for execution of works, either between stations or within station limits;

(40) **“Mixed train”** means a train intended for the carriage of passengers and goods, or of passengers, animals and goods ;

(41) **“Multiple-aspect signalling”** means a signalling arrangement in which signals display at any one time any one of the three or more aspects and in which the aspect of every signal is pre-warned by the aspect of the previous signal or signals ;

(42) **“Night”** means from sunset to sunrise ;

**(43)“Obstruction”** and its cognate expressions includes a train, vehicle or obstacle on or fouling a line, or any condition which is dangerous to trains ;

**(44)“Overhead equipment”** means the electrical conductors over the tracks together with their associated fittings, insulators and other attachments, by means of which they are suspended and registered in position for the purpose of electric traction ;

**(45)“Passenger train”** means a train intended solely or mainly for the carriage of passengers and other coaching traffic, and includes a troop train ;

**(46)“Point and trap indicators”** are not signals, but are appliances fitted to and working with points to indicate by day or by night the position in which the points are set ;

**(47)“Running line”** means the line governed by one or more signals and includes connections, if any used by train when entering or leaving a station or when passing through a station or between stations ;

**(48)“Running train”** means a train which has started under an authority to proceed and has not completed its journey;

**(49)“Shunting”** means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose.

**(50)“Special instructions”** means instructions issued from time by the authorised officer in respect to particular cases or special circumstances ;

**(51)“Station”** means any place on a line of railway at which traffic is dealt with, or at which an authority to proceed is given under the system of working ;

**(52)“Station limits”** means the portion of a railway which is under the control of a Station Master and is situated between the outermost signals of the station or as may be specified by special instructions ;

**SR 1.02.(52).01.** - The demarcation of station limits at the stations shall be as follows ..

**Section :** Signalling arrangement

**On Single line :** The portion of the railway which lies between the -

- (a) (i) Outers in Two-Aspect Lower quadrant signalling territory ; and
- (ii) Distant signals in Multiple-Aspect/Modified Lower quadrant signalling territory.
- (b) Between the Up and Down first Stop signals in Automatic signalling territory.

(c) At station where the Automatic signal falls within the jurisdiction of the station in rear, the station limits shall be reckoned from the Home signal

**On Double line -** The portion of the railway which lies between the –

(a) Outermost signals on each direction (i.e. Up or Down) separately, except on the section where there is more than one Distant Signal, this will be reckoned between the Inner Distant and the last Stop signal on each direction ; and

(b) On automatic signaling section the station limits shall be the portion of the railway which lies between the first Automatic signal in rear of the Home and the Advanced Starter or upto the Outermost points at the trailing end where no Advanced Starter is provided;

**(53)“Station Master”** means the person on duty who is for the time being responsible for the working of the traffic within station limits, and includes any person who is for the time being in independent charge of the working of any signals and responsible for the working of trains under the system of working in force ;

**(54)“Station Section”** means that section of station limits -

(1) at a class “B” station provided with two aspect signals, which is included -

a) on a double line, between the Home signal and the last Stop signal of the station in either direction; or

b) on a single line –

i) Between the Shunting Limit Boards or Advanced Starters (if any), or

ii) Between the Home signals if there are no Shunting Limit Boards or Advanced Starters, or

iii) Between the outermost facing points, if there are no Home signals or Shunting Limit Boards or Advanced Starters ;

(2) at a class ‘B’ station provided with manually operated multiple-aspect or modified lower quadrant signals, which is included - a) on a double line -

i) Between the outermost facing points and the last Stop signal of the station in either direction, or

ii) Between the Block Section Limit Board, where provided, and the last Stop signal of the station in either direction ; or

b) on a single line -

i) between the Shunting Limit Boards or Advanced Starters (if any), or

ii) Between the outermost facing points, if there are no Shunting Limit Boards or Advanced Starters ;

**(55) “Subsidiary Rule”** means a special instruction which is subservient to the General Rule to which it relates and shall not be at variance with any General Rule ;

**SR 1.02(55).01.** - Subsidiary Rules binding on staff - The Subsidiary Rules in this book shall be read in conjunction with the General Rules and are equally binding on the staff. Also, working rules and instructions issued in form of Manuals or otherwise shall be read in conjunction with General and Subsidiary Rules and be binding on the staff.

**(56)“System of working”** means the system adopted for the time being for the working of trains of any portion of a railway ;

**(57) “Track circuit”** means an electrical circuit provided to detect the presence of a vehicle on a portion of track, the rails of the track forming part of the circuit;

**(58) “Train”** means an engine with or without vehicles attached, or any self-propelled vehicle with or without a trailer, which cannot be readily lifted off the track ;

**(59) “Train Examiner”** means a railway servant duly qualified to examine trains and certify their fitness for safe running and includes any other railway servant who may for the time being performing the duties of a Train Examiner ;

**(60) “Two-aspect signalling”** means a signalling arrangement in which each signal displays at any one time either of the two aspects.

### **1.03. Classification of stations -**

(1) Stations shall, for the purpose of these rules, be divided into two categories-block stations and non- block stations.

(2) Block stations are those at which the Driver must obtain an authority to proceed under the system of working to enter the block section with his train ; and under the Absolute Block System Block Stations consists of three classes -

Class ‘A’ stations - where Line Clear may not be given for a train unless the line on which it is intended to receive the train is clear for at least 400 meters beyond the Home signal, or upto the Starter ;

Class ‘B’ stations -where Line Clear may be given for a train before the line has been cleared for the reception of the train within the station section ; and Class ‘C’ stations - block huts, where line clear may not be given for a train, unless the whole of the last preceding train has passed complete at least 400 meters beyond the Home signal, and is continuing its journey. This will also include an Intermediate Block Post.

(3) Non-block stations or Class ‘D’ stations are stopping places which are situated between two consecutive block stations and do not form the boundary of any block section.

#### **SR 1.03.01. –**

(a) Special Class station - Any station which cannot be worked under A, B, C or D class conditions is termed “Special” class.

(b) The classification of each station on South East Central Railway shall be shown in the working Time-Table.

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## CHAPTER II

### RULES APPLYING TO RAILWAY SERVANTS GENERALLY

**2.01. Supply of copies of rules** - The Railway Administration shall supply –

a) a copy of these Rules -

i) to each station,

ii) to each locomotive running shed, and

iii) to such other offices as it may prescribe,

b) to each railway servant on whom any definite responsibility is placed by the said rules, a copy of the rules, or of such portions thereof as relate to his duties, and

c) to any railway servant a copy of these rules or translation of the said rules or of such portions thereof as relate to his duties, as may be prescribed by Special Instructions.

**SR 2.01.01.** - For supply of rule books the staff shall apply to their divisional head of the concerned branch through the supervising staff who shall make arrangement for the supply.

**2.02. Upkeep of the copy of rules.**— Each railway servant, who has been supplied with a copy of these rules, as prescribed under rule 2.01 shall -

a) keep it posted with all corrections,

b) produce the same on demand by any of his superiors,

c) obtain a new copy from his superior in case his copy is lost or defaced, and

d) ensure that the staff working under him are supplied with all corrections and that they also comply with the provisions of this rule.

**SR 2.02.01.**-All correction slips to rule books or manuals shall be numbered serially and notified in the Railway Gazette. Staff to whom the rule books or manuals have been supplied shall make it a point to peruse this amendment notified in the Gazette and correction slips. Whenever copies of Gazette or correction slips of any serial number are not received by them, they shall obtain the same from their supervisors. The supervisors may ask for the correction slips from the Divisional Railway Manager.

**2.03. Knowledge of rules** - Every railway servant shall -

a) be conversant with the rules relating to his duties whether supplied or not with a copy or translation of the rules relating to his duties and the Railway Administration shall ensure that he does so.

b) pass the prescribed examinations, if any,

c) satisfy himself that the staff working under him have complied with clauses (a) and (b), and (c)

d) if necessary, explain to the staff working under him, the rules so far as these apply to them.

**2.04. Assistance in observance of rules** - Every railway servant shall render assistance in carrying out these rules and report promptly any breach thereof, which may come to his notice, to his superior officer and other authority concerned.

**2.05. Prevention of trespass, damage or loss -**

1) Every railway servant is responsible for the security and protection of the property of the Railway Administration under his charge.

2) Every railway servant shall endeavor to prevent-

- a) trespass on railway premises,
- b) theft, damage or loss of railway property,
- c) injury to himself and others, and
- d) fire in railway premises.

**2.06. Obedience to rules and orders.** - Every railway servant shall promptly observe and obey -

- a) all rules and special instructions, and
- b) all lawful orders given by his superiors.

**2.07. Attendance for duty.** - Every railway servant shall be in attendance for duty at such time and places and for such periods as may be fixed in this behalf by the Railway Administration and shall also attend at any other time and place at which his services may be required.

**2.08. Absence from duty -**

1) No railway servant shall, without the permission of his superior, absent himself from duty or alter his appointed hours of attendance or exchange duty with any other railway servant or leave his charge of duty unless properly relieved.

2) If any railway servant while on duty desires to absent himself from duty on the ground of illness, he shall immediately report the matter to his superior and shall not leave his duty until a competent railway servant has been placed in charge thereof.

**2.09. Taking alcoholic drink, sedative, narcotic, stimulant drug or preparation -**

1) While on duty, no railway servant shall, whether he is directly connected with the working of trains or not, be in a state of intoxication or in a state in which, by reason of his having taken or used any alcoholic drink, sedative, narcotic or stimulant drug or preparation, his capacity to perform his duties is impaired.

2) No railway servant, directly connected with the working of trains, shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation within eight hours

before the commencement of his duty or take or use any such drink, drug or preparation when on duty.

**SR 2.09.01.**- When any railway servant is found intoxicated or suspected to be in a state of intoxication, the evidence of two independent witnesses and, if possible, a medical report regarding his condition, shall be obtained.

**2.10. Conduct of railway servant -** A railway servant shall -

- a) wear the badge and uniform, if prescribed, and be neat and tidy in his appearance while on duty.
- b) be prompt, civil and courteous.
- c) not solicit or accept illegal gratification,
- d) give all reasonable assistance and be careful to give correct information to the public, and
- e) when asked, give his name and designation without hesitation.

**SR. 2.10.01.** - Railway servants when on duty and in contact with public or in uniform shall not indulge in smoking on platform.

**2.11. Duty for securing safety -**

1) Every railway servant shall -

- a) see that every exertion is made for ensuring the safety of the public.
- b) promptly report to his superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and
- c) render on demand all possible assistance in the case of an accident or obstruction.

**(2) Every railway servant who observes -**

- a) that any signal is defective,
- b) any obstruction, failure or threatened failure of any part of the way or works,
- c) anything wrong with a train, or

d) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and where necessary, advise the nearest Station Master by the quickest possible means ;

Provided that in the case of a train having parted, he shall not show a Stop hand signal but shall endeavor to attract the attention of the Loco Pilot or Guard by shouting, gesticulating or other means.

**SR 2.11.01.** In all cases of bad riding attributable to any defect in the permanent way, the Loco pilots/Guards and other staff concerned shall act in the manner indicated in SR 6.07.01.

**SR 2.11.02.** - (a) In the case of engine hunting, lurching or swaying due to any defect attributed to engine, the Loco pilot shall note carefully the exact kilometerage and proceed cautiously to the next station and report the facts in writing to the Station Master as well as Power/Traction Controller on control phone on the controlled section. The Loco pilot shall also state in this report whether assistance is required or he will be able to continue the journey cautiously upto the next shed.

b) The Station Master shall issue message to DME/DEE(RS), LF, LI, TFR stating the nature of defects as reported and assistance required.

c) The Station Master shall consult the Section Controller and, on receipt of his advice, allow the engine, either light or with the train upto the next engine changing station.

**SR 2.11.03.**-In the event of wheel-slipping of an electric/ diesel locomotive taking place while on run between stations, prompt action to ensure safety of track shall be taken as indicated below...

**a) Duties of the Loco pilot The Loco pilot shall -**

- i) Note carefully the kilometerage and the extent of damage.
- ii) Immediately ask for any assistance necessary by contacting the Traction Loco Controller/ Power Controller,
- iii) Inform the Station Master of the next block station in writing about the full particulars of the occurrence, and
- iv) In case the track, in his opinion, is not safe for passage of trains at the normal speed, take necessary action as per SR 2.11.01 .

**b) Duties of Station Master and Switchman -**

- i) On receipt of a report from the Loco pilot regarding wheel slipping, the Station Master shall wire at once all relevant particulars, viz, kilometerage, the nature and extent of damage, if available, and the approximate time of occurrence to the SSE/SE/JE(P. way) concerned, the TLC/Power Controller, the AEN, DEN, DME/DEE (RS), DOM, DSO and DRM.
- ii) In cases coming under (a) (iv) above, the Station Master and Cabin Master shall, in addition take necessary action as per SR 2.11.01, subject to the variation that the Caution Order to be issued to subsequent trains may be for a speed restriction of 20 kmph. or such lower limit as indicated by the Driver.

**c) Duties of the Permanent Way Staff -**

- i) The SSE/SE/JE (P. way) or Engineering official first available shall at once inspect the track on receiving information of such occurrence and take such steps as necessary to ensure safety of trains. Removal of the affected rails if considered necessary, and modification or removal of the Caution Order as the case may be, shall be the responsibility of the SSE/SE/JE(P. way) concerned.
- ii) Rails with wheel burns having a depth of 6mm or more and having a length or diameter of 50mm or more, should be treated as a potential source of danger to the traffic, making it unfit for main lines. Such rails should be changed at once and speed restrictions should be lifted only after changing such rails.
- iii) The SSE/SE/JE(P. way) in-charge of the section shall submit a report on the wheel burns in the prescribed manner to the Assistant Engineer concerned.

In case of minor wheel burns, the number of such burns which have been formed on the rail table shall be indicated, with the date, on the web of the rail itself with white paint. These should be kept under careful watch.

**d) Duties of Loco Staff.-**

The SSE/SE(Shed/Traction)(RS) in case of electric engine after examining the engine carefully and carrying out any adjustment necessary, will communicate by telephone full particulars about the engine and adjustment made to Divisional Mechanical Engineer or Divisional Electrical Engineer (RS) in case of electric engine (or in his absence from Headquarters, Assistant Mechanical Engineer / Assistant Electrical Engineer (RS) for-electric engine).

If the control springs, bogies side and axle boxes clearance are found in order a trial should be conducted with the engine by Loco Inspector or Driving Inspector in case of electric engine to locate the defect. The engine may then be put back to normal service with the permission of the Divisional Mechanical Engineer or his Assistant and Divisional Electrical Engineer(RS) or his Assistant. If on the other hand, the Loco Inspector/Driving Inspector still considers the engine is not running satisfactorily and cannot locate the cause, the Divisional Mechanical Engineer or his Assistant and Divisional Electrical Engineer (RS) or his Assistant shall personally arrange to try the engine out and there after have the defect rectified. A further trial shall then be carried out before the engine is put back to normal service.

**SR 2.11.04.-** Precautions for working of trains during storm, cyclone or strong wind - (a) when a weather warning message forecasting cyclone, heavy storm or strong wind has been received and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains, etc. the station Master shall in consultation with the Guard and the Loco Pilot of the train, detain the train and also refuse to grant line clear to a train coming to his station until the storm abates and it is considered that the movement of train is safe.

b) Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which in the opinion of the Loco pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curve, high embankments and bridges (including approaches there of). In controlling the speed and bringing the train to a halt, the Loco pilot shall take care to avoid jerk. He shall re-start the train, in consultation with the guard only after the cyclone, storm or strong wind abates and it is considered safe for the train to proceed.

c) As an added precaution it is also imperative that the station staff as well as train staff shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of wind through the coaches.

**SR 2.11.05. -** Precautions in the event of anemometer indication wind velocity higher than the danger level :-

a) In case of vulnerable locations and specially selected bridges where anemometers are installed at one of the stations adjacent to the bridges, the station Master shall take the following action, if the anemometer is indicating the critical limit of wind velocity of 39 knots (72 KMPH)

i) The station Master shall immediately inform the section controller and the Station Master on the other side of the section about the need to control the movement of trains.

ii) The Station Master shall not start or allow the movement of trains from his station and also shall not grant line clear to the adjacent station.

iii) He shall resume normal running of trains in consultation with the section controller and the station Master of the adjacent station after the wind velocity comes down below the danger level.

iv) In addition the station Master shall observe the working instructions prescribed by the Division for each location.

b) The station Master will keep a watch on the wind velocity indication every half an hour or at lesser interval as may be required during the critical period (specially from May to August) and record it in his station diary besides intimating it to the section controller.

c) If the needle of the apparatus fails to operate as prescribed the station Master will be required to use his judgment, if there is any apprehension of a severe storm or gale, and take the precautions as mentioned above.

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