
CHAPTER XIII

THE ONE TRAIN ONLY SYSTEM

13.01. Use of the One Train Only System:-

Trains may be worked on the One Train Only System, only on short terminal branches on the single line.

13.02. Essentials of the One Train Only System:-

Where trains are worked on the One Train Only System, only one train shall be on the section on which this system is in force, at one and the same time.

13.03. Authority to enter the section:-

A Loco Pilot shall not take his train into the section unless, he is in possession of the authority to proceed as prescribed by special instructions.

S.R.13.03 (i)(a) A Metal Token bearing the inscription, "One Train Only" and the section to which it applies shall be supplied to each base station. For example, the inscription on the Metal Token provided for use between A and B shall be as follows:-

ONE TRAIN ONLY A - B

(b) (1) The Station Master on duty shall keep the Metal Token locked in a box, specially provided for the purpose and retain the key of the box in his personal custody.

(2) The Station Master shall not take the Metal Token out of the box, except when handing it over to the Loco Pilot of train to enter the section. Immediately the Metal Token is received from the Loco Pilot on his return to the base station, the Station Master shall secure it in the box.

(3) The non-availability of the Metal Token from the box shall be regarded by the Station Master as an indication that the section is occupied by a train.

(4) The Metal Token shall be the sole "Authority to Proceed" for a train to work on the section.

S.R.13.03 (ii) The Loco Pilot of the train on returning to the base station shall hand over the metal token to the Station Master.

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S.R. 13.03 (iii) The Station Master of the base station is also responsible for promptly recovering the Metal Token from the Loco Pilot. He shall satisfy himself that the train has arrived complete and immediately secure the Metal Token in the box.

The Station Master of the base station shall also maintain a Train Signal Register wherein he shall enter the Train Number, description of the train, the time of handing over of the Metal Token to the Loco Pilot, the time of departure of the train from the base station, the time the train arrives back and the time of securing the Metal Token from the Loco Pilot. Similarly, the Station Master or Clerk-in-charge on duty at the other end of the sections shall enter the arrival and departure of the train in the Train signal register/Station Diary under signature.

S.R. 13.03(iv)(a) If the Metal Token in normal use is lost or badly damaged so as to require replacement, the emergency, Metal Token kept in a box locked and sealed in the duty Station Master's office. (the key of which shall be in the personal custody of the Station Master on duty) shall be brought into use. For example, the Metal Token provided for use in case of emergency on the A and B section shall have the following inscription:-

EMERGENCY	ONE TRAIN ONLY	A - B
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The Station Master on duty alone is authorized, in the exceptional circumstances referred to above, to break the seal, open the lock and make use of the emergency Metal Token as "Authority to Proceed" for trains to work on the section.

(b) (i) Whenever the Station Master of the base station brings into use the emergency Metal Token, he shall record the fact in the Station Diary, detailing the circumstances under which and the time at which the emergency Metal token was brought into use; he shall also advise the Station Master at the other end by telephone. He shall also promptly advise the Traffic Inspector of the section, the Loco Foreman and the Divisional Railway Manager by a special letter. The Station Master at the other end shall also record the fact in the Station Diary. The Divisional Railway Manager shall immediately arrange to supply a duplicate Metal Token to the Traffic Inspector advising the Loco Foreman and both the Station Masters. The Inscription on the duplicate Metal Token shall bear the word 'Duplicate'. For example, the duplicate Metal Token for use on the A and B section shall be as follows: -

DUPLICATE	ONE TRAIN ONLY	A-B
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On receipt of the duplicate Metal Token, the Traffic Inspector shall proceed to the base station and bring the duplicate Metal token into use after having restored the emergency Metal Token into the box and resealed the box. He shall advise the Station Master at the other end with copy to the Loco Foreman and the Divisional Railway Manager.

An entry shall be made to this effect in red ink in the Train Signal Register or the Station Diary as the case may be.

(ii) If the original Metal Token which has been lost is subsequently found, it shall not be handed over as "Authority to Proceed" to any Loco Pilot. The Station Master shall immediately return it to the Divisional Railway Manager advising the Traffic Inspector of the section.

13.04. Procedure in case of accident or disablement on the One Train Only System:-

- (1) (a) If the train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the train to proceed, the train shall be protected in accordance with the provisions of Rule 6.03. in the direction from which assistance, if necessary, is being obtained.

(b) The Guard of the train shall convey advice of the circumstances under which the train has become disabled and is not able to proceed, to the Station Master of the station from which assistance can best be obtained, and if it is necessary for such Guard to proceed to such station, he shall instruct the Loco Pilot in writing to keep the train stationary until his return, and obtain his written acknowledgement.
- (2) (a) Such Station Master, if he is not the Station Master of the base station, shall communicate this information to the Station Master of the base station. On receipt of such information, the Station Master of the base station may allow another engine to enter the line.

(b) The engine so sent shall either be accompanied by the Guard of the disabled train, who shall explain to the Loco Pilot where and under what circumstances the disabled train is situated, or the Loco Pilot of the engine so sent shall be given a written authority containing such instructions as to where and under what circumstances the disabled train is situated and such other particulars as may be necessary to enter the line unaccompanied by the Guard of the disabled train.
- (3) The Guard of the disabled train shall be responsible for the safe and proper working of the train until the disabled train has been moved and any other engine sent to the assistance of the disabled train has been returned to the base station.
- (4) If there is no Guard of a disabled train, the Assistant Loco Pilot or, if necessary, the Loco Pilot shall perform the duties imposed by this rule on the Guard, provided the engine is not left unmanned in terms of Rule 4.20.

S.R. 13.04(i)(1) When a Loco Pilot leaves a base station without proper "Authority to Proceed" he shall immediately stop the train.

(2) The Loco Pilot and the Guard shall protect the train in accordance with Rule 6.03.

(3) The Guard, or in his absence, the Loco Pilot shall convey the report of the occurrence in writing to the Station Master of the base station direct or through the official at the terminal either by utilizing the magneto telephone, if provided, at a nearby flag station or engineering level crossing gate or by sending a messenger if there is no phone communication.

(4) The Loco Pilot shall restart his train only when he is in receipt of a memo authorising him to restart supported by a Private Number from the Station Master of the base station.