

**INDIAN RAILWAYS**

(Open Lines)

# **GENERAL RULES (1976)**

together with the

**SUBSIDIARY RULES AND APPENDIX**

of

**SOUTHERN RAILWAY**

**Code : G.R.S**

**Reprinted in 2018**

**Incorporating**

**Correction Memos issued upto No.05/2023 dated 08.09.2023**

(For the guidance of Railway Servants)

## PREFACE

1. The **General Rules** for Indian Railways (Open Lines) 1976 together with the **Subsidiary Rules** of the Southern Railway are herewith published for the guidance of the staff.
2. (a) The **General Rules** are printed in bold type while the **Subsidiary Rules** are in Smaller type and are further distinguished by prefixing letters **S.R.**  
  
(b) The **Subsidiary Rules** are not serially numbered but bear the same number as the **General Rules** which they explain or amplify.  
  
(c) The **Subsidiary Rules** shall be read in conjunction with the **General Rules** and are equally binding on the staff.
3. Every railway servant is bound by the terms of his employment and under Section 175 of the Railways Act, 1989 (Act No.24 of 1989) to obey the Subsidiary Rules, Special Instructions, General Rules and the Departmental Rules in force on the Railway upon which he is employed.
4. This Book of Rules is to be carefully studied and kept ready for use, and when issued to a Railway servant shall be retained by him throughout his service. All alterations or corrections that may be notified subsequent to the publication of this book shall be incorporated as may be directed from time-to-time.
5. This book is the property of the Administration and shall be returned by the holder on his leaving service.
6. Should any order not be fully understood by any railway servant, he should refer to his immediate superior for clarification.
7. No order contained in this book shall be varied, superseded or suspended except under the express authority of the Principal Chief Operations Manager in writing, and no railway servant of the Administration shall be excused for neglect of any rule herein laid down by reason of such rule having been allowed, either by himself or by his predecessors to fall into abeyance or disuse. Nor shall ignorance of a rule be accepted as justifiable plea for disregarding it.

8. This book incorporates all the corrections issued to the General and Subsidiary rules upto Correction Memo No.01/2018 dated 26.07.2018.
9. This book supersedes the previous General and Subsidiary Rules Book of this Railway.

**S.ANANTHARAMAN I.R.T.S**  
Principal Chief Operations Manager  
&  
Authorised Officer  
SOUTHERN RAILWAY

**GOVERNMENT OF INDIA**

**MINISTRY OF RAILWAY**

**(Railway Board)**

**No. 69-RR/4**

New Delhi, Dated 11<sup>th</sup> February, 1976

**RESOLUTION**

**General Rules for Indian Railways (Open Lines) 1976 administered by the Government, and for the time being used for the public carriage of passengers, animals or goods.**

1. The considerable advance made in recent years in methods of signalling and interlocking, modes of traction and introduction of new types of equipment necessitated a revision of the General Rules, which had been revised last in 1929, for working Open Lines of Railways in India. The revision of these rules was also advocated by the Railway Accidents Committee, 1962, and the Railway Accidents Inquiry Committee, 1968, who desired that the revision of the Rules should be consistent not only with the conditions obtaining at present but likely to obtain in the foreseeable future, and emphasised the need for keeping the basic complexion of rules intact while at the same time providing for technological changes in recent years.
2. For this purpose, a committee composed of officers selected from the Traffic and Signal Departments was appointed by the Railway Board in 1968. The committee submitted a set of draft rules for consideration by the Board in February, 1970. The Commission of Railway Safety, whose comments were also invited, did not favour the adoption of these draft rules, which had proposed the abolition of certain existing fundamental concepts such as classification of stations, minimum equipment of signals for each class of station, etc. In the Annual Report for 1971-72, the Commission stated that a wholesale revision and re-arrangement of the rules which formed the basis of train working and safety of operations for over 100 years and which were ingrained in the minds of thousands of railway staff, would not be desirable. Accordingly, the Commission conveyed to the Railway Board its inability to agree to the adoption of the new General Rules as drafted.
3. In consideration of the strong views expressed by the Commission of Railway Safety and the positive recommendations of the Railway Accidents Committee, 1962, and the Railway Accidents Inquiry Committee, 1968, Member Traffic, Railway Board, decided in September, 1972, that the revision of the existing General Rules should be so undertaken as to be in consonance with these views and to cover such aspects only of the existing rules as require modification in the light of the technological changes or where certain existing rules have outlived their use. A fresh revision of the General Rules was accordingly taken up by the Safety Directorate in consultation with other Directorates of the Railway Board.

4. A provisional issue of the revised General Rules was circulated to the Railway Administrations; the Research, Designs and Standards Organization; the Commission of Railway Safety; Railway Staff College, Vadodara; Indian Railways Institute of Signal Engineering and Tele-communication, Secunderabad; Indian Railways Institute of Mechanical and Electrical Engineering Jamalpur; etc., for criticism and suggestions under Government of India, Ministry of Railways (Railway Board) letter No.68-RR/2/Vol.V, dated 25<sup>th</sup> July, 1974.
5. The exhaustive views and comments received from the Railway Administrations, the Commission of Railway Safety, other Railway Institutions and the Ministry of Law, having been considered by Member Traffic, Railway Board, in consultation with the concerned Directorates, a complete revised set of General Rules for Railways administered by the Government have now been framed, sanctioned and issued by the Central Government with Notification No.69-RR/4 of this day's date to be brought into use on such date as the Central Government may, by notification in the Official Gazette, appoint.
6. The Central Government desire that the said rules may be brought to the notice of the Administrations of the several railways not administered by the Government and that the Heads of Railway Administrations of such railways may be invited to submit a formal application for the adoption of the rules, with such modifications (if any) as may be considered necessary in each case.

**Order** - Ordered that this Resolution, with its enclosures, be published under a Notification in the Official Gazette as required by Section 47 of the Indian Railways Act, 1890 (9 of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section, also that a copy of this Resolution and of its enclosures be communicated to the Governments, Administrations and Officers, noted below, for information.

**B.M.KAUL**

Member Traffic, Railway Board,  
and Ex-Officio Secretary to the Government of India

Documents accompanying:-

General Rules for Indian Railways (Open Lines), 1976 administered by the Government.

**GOVERNMENT OF INDIA**

**MINISTRY OF RAILWAYS**

(Railway Board)

No. 69 – RR / 4

Dated the 11<sup>th</sup> February, 1976

**NOTIFICATION**

*In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890 (9 of 1890), the Central Government hereby make the following General Rules for all the Railways in India administered by the Government and for the time being used for the public carriage of passengers, animals or goods.*

## ARRANGEMENT OF RULES

Rule No	Subject	Page No
<b>CHAPTER I PRELIMINARY</b>		
1.01	Short title and commencement	1
1.02	Definitions	1 - 6
1.03	Classification of stations	6
<b>CHAPTER II RULES APPLYING TO RAILWAY SERVANTS GENERALLY</b>		
2.01	Supply of copies of rules	7
2.02	Upkeep of the copy of rules	7
2.03	Knowledge of rules	7
2.04	Assistance in observance of rules	8
2.05	Prevention of trespass damage or loss	8
2.06	Obedience to rules and orders	8
2.07	Attendance for duty	8
2.08	Absence from duty	8
2.09	Taking alcoholic drink, sedative, narcotic, stimulant drug or preparation	8 -9
2.10	Conduct of railway servants	9
2.11	Duty for securing safety	9-11
<b>CHAPTER III SIGNALS A. General Provisions</b>		
3.01	General use of signals	12
3.02	Kinds of signals	12
3.03	Use of night signals by day	12
3.04	Placing of signals and signal arms; painting of signal arms	12-13
<b>B. Description of Fixed Signals</b>		
3.05	Use of fixed signals	13

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
3.06	Description of Warner signals and their indications	13-16
3.07	Description of Distant signals and their indications	16-19
3.08	Description of Stop signals and their indications	20-26
3.09	Kinds of fixed Stop signals for approaching trains	27
3.10	Kinds of fixed Stop signals for departing trains	27-28
3.11	Intermediate Block Stop Signal	28
3.12	Kinds of fixed Stop signals in Automatic Block territories	28-29
3.13	Calling-On Signals	29-31
3.14	Shunt signals	31-33
3.15	Co-acting signals	33
3.16	Repeating signals	33-35
3.17	Distinguishing markers and signs for Signals	36-37
3.18	Signals out of use	37
3.19	Placing of Stop signals at diverging junctions	38-39
3.20	Placing of Stop signals at converging junctions	39
3.21	Signals on bracket post or signal bridge or gantry	39
3.22	Placing of more than one signal on the same post	40
3.23	Electric repeater	40-41
3.24	Back-lights	41
<b>C. Equipment of Signals</b>		
3.25	Obligation to provide fixed signals at stations	42
3.26	Commissioning of fixed signals	42
3.27	Minimum equipment of fixed signals at stations provided with manually operated multiple-aspect signalling	42
3.28	Minimum equipment of fixed signals at stations provided with modified lower quadrant signalling	43
3.29	Minimum equipment of fixed signals at other stations provided with two-aspect signaling	43
3.30	Additional fixed signals at stations generally	43
3.31	Signals at class 'D' stations	43
3.32	Provision of an Advanced Starter, Shunting Limit Board or Block Section Limit Board	44
3.33	Exceptions to Rules 3.27, 3.28, 3.29 and 3.32	44



<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
3.34	Fixed signals at level crossings	44-45
3.35	Protection and working of points of outlying sidings	45
<b>D. Working of Signals and Points</b>		
3.36	Fixed signals generally	45-46
3.37	Normal aspect of signals	47
3.38	Points affecting movement of train	47-53
3.39	Locking of facing points	54
3.40	Conditions for taking 'Off' Home signal	54-55
3.41	Conditions for taking 'Off' Outer signal	55-56
3.42	Conditions for taking 'Off' Last Stop Signal or Intermediate Block Stop signal	56
3.43	Conditions for taking 'Off' Warner signal	56
3.44	Conditions for taking 'Off' Gate Stop signal	56
3.45	Conditions for taking 'Off' Calling-on-signal	56
3.46	Use of fixed signals for shunting	56
3.47	Taking 'Off' signals for more than one train at a time	57
3.48	Stoppage of trains out of course at stations provided with two-aspect signalling	57
3.49	Care and lighting of signal lamps	57-59
3.50	Traps, slip sidings and catch sidings	59-61
3.51	Points	61-63
<b>E. Hand Signals</b>		
3.52	Exhibition of hand signals	63-64
3.53	Stop hand signal	64
3.54	Proceed hand signal	65
3.55	Proceed with caution hand signal	66
3.56	Hand signals for shunting	67-69
3.57	Banner flags	69-70
3.58	Knowledge and possession of hand signals	70
<b>F. Detonating Signals</b>		
3.59	Description of detonating signals	70

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
3.60	Method of using detonators	71
3.61	Placing of detonators in thick, foggy or tempestuous weather impairing visibility	71-74
3.62	Placing of detonators in case of obstruction	75
3.63	Replacement of detonators on the line	75
3.64	Knowledge and possession of detonators	75-80
<b>G. Signals to warn incoming train of danger ahead</b>		
3.65	Description of warning signals	81
3.66	Use of warning signals	81-82
3.67	Knowledge and possession of warning signals	82-83
<b>H. Defective fixed Signals and Points</b>		
3.68	Duties of Station Master generally when a signal is defective	83-88
3.69	Duties of Station Master when an approach Stop signal is defective	88-93
3.70	Duties of Station Master when a departure Stop signal is defective	93-95
3.71	Warner or Distant signals defective in the 'Off' position	95
3.72	Warner not to be used when Stop signal is defective	96
3.73	Passing of a Gate Stop signal at 'On'	96-97
3.74	Absence of a fixed signal or a signal without light	97-98
3.75	Passing of Intermediate Block Stop signal at 'On'	98-100
3.76	Intimation to officials when defects remedied	100
3.77	Defective or damaged points etc.	100
3.78	Duties of engine crew in respect of signals	100-103
3.79	Duties of Loco Pilot in respect of a Calling-on signal	103
3.80	Duties of Loco Pilot when an approach Stop signal is 'On' or defective	103-104
3.81	Duties of Loco Pilot when a departure Stop signal is 'On' or defective	105-106
3.82	Permission before entering on or crossing a running line	106
3.83	Assistance of the engine crew regarding signals	106
3.84	Duties of Loco Pilot as to signals when two or more engines are attached to train	107
3.85	Reporting of defects in signals	107

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
	<b>CHAPTER IV WORKING OF TRAINS GENERALLY A. Timing and Running of Trains</b>	
4.01	Standard time	108
4.02	Adherence to advertised time	108
4.03	Setting watch	108
4.04	Time of attendance for train crew	108
4.05	Proper running line	108-109
4.06	Direction of running	109
4.07	Supply of Working Time Table and Schedule of Standard Dimensions	109
<b>B. Speed of Trains</b>		
4.08	Limits of speed generally	110
4.09	Caution Order	110-120
4.10	Limits of speed over facing points	120-121
4.11	Limits of speed while running through stations	121
4.12	Engine pushing	121-123
4.13	Limits of speed with engine tender foremost	123-124
<b>C. Equipment of Trains and Train Crew</b>		
4.14	Headlight and marker lights	124-125
4.15	Tail and side lights	125-126
4.16	Tail board or tail lamp	126-127
4.17	Responsibility of Station Master regarding tail board or tail lamp of passing trains	127-128
4.18	Means of communication	128-129
4.19	Guard's and Loco Pilot's equipment	129-131
4.20	Manning of engine in motion	131-132
4.21	Driving an electric train	132-133
4.22	Riding on engine or tender	133-134
4.23	Brake – Vans	134
4.24	Position of brakevan on train	134-135

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
4.25	Guards	135-137
4.26	Couplings	137
<b>D. Vehicles and Cranes</b>		
4.27	Cranes	137-138
4.28	Loading of vehicles	138-140
4.29	Damaged or defective vehicles	140-141
<b>E. Precautions before Starting Train</b>		
4.30	Loco Pilot and Guard to examine notices before starting	142
4.31	Examination of trains before starting	142
4.32	Examination of train by Loco Pilot	142-143
4.33	Examination of single and multiple units by Loco Pilot	143
4.34	Duties of Guard when taking over charge of a train	143-145
4.35	Starting of trains	145-146
4.36	Guard to be in-charge of train	146-147
4.37	Subordination of Guards in stations limits	147
4.38	Assistant Loco Pilots to obey Loco Pilots	147
4.39	Loco Pilot to obey certain orders	147
<b>F. Duties of Staff Working Trains during Journey</b>		
4.40	Loco Pilot and Assistant Loco Pilot to keep a good look-out	147
4.41	Loco Pilot and Assistant Loco Pilot to look back	147-148
4.42	Exchange of signals between Loco Pilot, Guard and station staff	148-151
4.43	Guard to keep a good look-out	151
4.44	Train held up at First Stop signal	152
4.45	Attracting attention of Loco Pilot	152-153
4.46	Assistance from Guard's hand brake	153
4.47	Application of Guard's hand brake	153
4.48	Permission of Guard to detach engine from train	154-155
4.49	Starting and stopping of train	155
4.50	Sounding of engine whistle	155-158

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
4.51	Bell signals between Loco Pilot and Guard	159
4.52	Throwing out water, fire or cinders	159
4.53	Hose or water crane	159
4.54	Passengers	159-160
<b>G. Duties of staff on Arrival</b>		
4.55	Shutting off power	160
4.56	Guard to see that train is stopped clear of fouling marks	160
4.57	Detaching engine	160
4.58	Loco Pilot to see that train is stopped clear of fouling marks	160-161
4.59	Moving of train carrying passengers after it has been stopped at a station	161
4.60	Guard not to leave train till handed over	161
4.61	Loco Pilot not to leave engine when on duty	161
<b>H. Working of Material Trains</b>		
4.62	Working of a Material train in a block section	162-165
4.63	Workers on Material train	165
4.64	Protection of Material train when stabled	165-166
4.65	Working of track maintenance machines	166-171
<b>I. Private Engines and Vehicles</b>		
4.66	Private engines and vehicles	171
<b>CHAPTER V</b>		
<b>CONTROL AND WORKING OF STATIONS</b>		
5.01	Responsibility of the Station Master for working	172-174
5.02	Supply of copies of rules and distribution or exhibition of other documents	175
5.03	Obedience to orders and keeping of books and returns	175
5.04	Signal cabins	175
5.05	Report of neglect of duty	176
5.06	Station Working Rules	176-179
5.07	Forms	179-180

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
5.08	Access to and operation of equipment	180
5.09	Reception of a train on an obstructed line	180-182
5.10	Reception of a train on a non-signalled line	182-183
5.11	Departure of a train from a non-signalled line	183
5.12	Departure of a train from a line provided with a common departure signal	183-184
5.13	Control of shunting	184-185
5.14	Responsibility for shunting	185-187
5.15	Shunting at stations under Centralised Traffic Control	187
5.16	Shunting during reception of trains	188
5.17	Shunting near level crossing	188
5.18	Drawing of a train to an advanced position at night or in thick, foggy or tempestuous weather impairing visibility	189
5.19	Obstruction of running line	189-190
5.20	Shunting on gradients	190-192
5.21	Loose shunting	192-193
5.22	Leaving vehicles in sidings outside station limits	193
5.23	Securing of vehicles at station	193-194
<b>CHAPTER VI</b>		
<b>ACCIDENTS AND UNUSUAL OCCURRENCES</b>		
6.01	Accident or obstruction	195-196
6.02	Working in case of accident or failure of communications	196-212
6.03	Protection of trains stopped between stations	212-215
6.04	Trains unusually delayed	216
6.05	Sending advice of accident or breakdown	216-219
6.06	Train in a block section without authority to proceed	219-220
6.07	Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator	221-223
6.08	Train parting	223-224
6.09	Portion of train left in a block section	225-228
6.10	Fire	228-229
6.11	Vehicles escaping from station	229-230

Rule No	Subject	Page No
<b>CHAPTER VII SYSTEMS OF WORKING</b>		
7.01	Systems of working	231
7.02	Applicability of General Rules referring to the working of signals and trains	231
<b>CHAPTER VIII THE ABSOLUTE BLOCK SYSTEM A. Essentials</b>		
8.01	Essentials of the Absolute Block System	232
<b>B. Conditions for granting Line Clear</b>		
8.02	Conditions for granting Line Clear at a class 'A' station	232
8.03	Conditions for granting Line Clear at a class 'B' station	232-234
8.04	Conditions for granting Line Clear at a class 'C' station	235
<b>C. Obstruction – Double Line</b>		
8.05	Obstruction on double line at a block station when a train is approaching	235
8.06	Obstruction on double line in the block section	235
<b>D. Obstruction – Single Line D.1. Class 'A' Stations</b>		
8.07	Obstruction on single line at a class 'A' station when a train is approaching	236
8.08	Obstructing the block section at a class 'A' station on single line	236
<b>D.2. Class 'B' Stations</b>		
8.09	Obstruction in the face of an approaching train at a class 'B' station on single line	236-237
8.10	Obstruction within station section at a class 'B' station on single line	237
8.11	Obstruction outside station section at a class 'B' single line station equipped with two-aspect signals	237-238
8.12	Obstruction outside station section at a class 'B' single line station equipped with manually operated Multiple Aspect signals	238
8.13	Obstruction outside the First Stop signal at a class 'B' station on single line	238
<b>E. General Provisions</b>		
8.14	Block back or Block forward	238
8.15	Authority for shunting or obstruction in block section	238-241
8.16	Illustrative diagrams	241-247

Rule No	Subject	Page No
<b>CHAPTER IX</b>		
<b>THE AUTOMATIC BLOCK SYSTEM</b>		
<b>A. Rules applicable to Double Line</b>		
9.01	Essentials of the Automatic Block System on double line	248-250
9.02	Duties of Loco Pilot and Guard when an Automatic Stop Signal on double line is to be passed at 'On'	250-251
<b>B. Rules applicable to Single Line</b>		
9.03	Essentials of the Automatic Block System on single line	252-253
9.04	Minimum equipment of fixed signals in Automatic Block territory on single line	254
9.05	Additional fixed signals in Automatic Block territory on single line	254
9.06	Conditions for taking 'Off' Manual Stop signals in Automatic Block territory on single line	254-256
9.07	Duties of Loco Pilot and Guard when an Automatic Stop signal on single line is to be passed at 'On'	257-258
9.08	Person in-charge of working trains on Automatic Block System on single line	259
<b>C. Rules applicable to both Double and Single lines</b>		
9.09	Working of trains on Centralised Traffic Control territory	259
9.10	Protection of a train stopped in an Automatic block signalling section.	259
9.11	Loco Pilot to report failures	260
9.12	Procedure during failure of Automatic signalling	260-278
9.13	Movement of trains against the direction of traffic on the Automatic Block System	278-280
9.14	Procedure when Semi-Automatic Stop signal is at 'On'	280-282
9.15	Passing a Gate Stop signal at 'On' in Automatic signalling territory	282-283
9.16	Illustrative diagrams	283-284
<b>CHAPTER X</b>		
<b>THE FOLLOWING TRAINS SYSTEM</b>		
10.01	Essentials of the following Trains System	285
10.02	Report to the Commissioner of Railway Safety	285
10.03	Conditions to be observed in working trains on the Following Trains System	285-286
10.04	Delivery of authority to proceed to Loco Pilot or Guard on the Following Trains System	286



<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
10.05	Authority to proceed on the Following Trains System	287
10.06	Responsibility as to proper preparation of authority to proceed on the Following Trains System	287
10.07	Obstruction in face of approaching train or trains on the Following Trains System	288
10.08	Cessation of working on the Following Trains System	288
10.09	Protection of trains on the Following Trains System	288
<b>CHAPTER XI</b>		
<b>THE PILOT GUARD SYSTEM</b>		
11.01	Essentials of the Pilot Guard System	289
11.02	Conditions to be observed for Following Trains on the Pilot Guard System	289
11.03	Pilot Guard's dress or badge	289
11.04	Pilot Guard to accompany train or give authority to proceed	289
11.05	Pilot Guard's Tickets	290
11.06	Protection of trains on the Pilot Guard System	290
<b>CHAPTER XII</b>		
<b>THE TRAIN – STAFF AND TICKET SYSTEM</b>		
12.01	Essentials of the Train staff and Ticket System	291
12.02	System where applicable	291
12.03	Conditions to be observed for following trains on the Train Staff and Ticket System	291
12.04	Loco Pilot to have Train staff or Train staff Ticket	291
12.05	Train staff Ticket ; by whom to be delivered to Loco Pilot	291
12.06	Train staff Ticket ; when to be delivered to Loco Pilot	292
12.07	Train staff to be kept on engine	292
12.08	Train not to be started until Train staff returned	292
12.09	Train staff Ticket to be given up and Ticket to be cancelled on arrival of train	292
12.10	Procedure when engine is disabled on the Train staff and Ticket System	293
12.11	Train staff Tickets ; how kept	293
12.12	Train staff ; how kept	293
12.13	Distinguishing marks on Train staff Tickets and boxes	293
12.14	Form of Train staff Ticket	294

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
12.15	Record of Train staff Ticket issued	294
12.16	Obstruction outside the Home signal	294
12.17	Protection of trains on the Train staff and Ticket System	294
<b>CHAPTER XIII</b>		
<b>THE ONE TRAIN ONLY SYSTEM</b>		
13.01	Use of the One Train Only System	295
13.02	Essentials of the One Train Only System	295
13.03	Authority to enter the section	295-296
13.04	Procedure in case of accident or disablement on the One Train Only System	297
<b>CHAPTER XIV</b>		
<b>BLOCK WORKING</b>		
<b>A. General Provisions</b>		
14.01	Means of granting or obtaining Line Clear	298-299
14.02	Provision of instruments	299
14.03	Consent required before interfering with block working equipment	299
<b>B. Block Stations at which Electrical Block Instruments, Track Circuits or Axle counters are provided</b>		
14.04	Certificate of competency	300
14.05	Bell code	300-302
14.06	Acknowledgement of signals	302
14.07	Train Signal Register	302-303
14.08	Authority to proceed	303-307
14.09	Loco Pilot to examine authority to proceed	307
14.10	Conditions for closing the block section	307-309
14.11	Responsibility of Station Master as to authority to proceed	310
14.12	Special responsibility as to electrical token instruments and to the token	310-311
14.13	Failure of electrical block instruments or track circuits or axle counters	311
14.14	Closing of Intermediate Block Post	311
<b>C. Block Stations at which Electrical Block Instruments are not provided</b>		
14.15	Transmission of signals	311

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
14.16	Train Signal Register	311
14.17	Forms for messages and written authority to proceed	312
14.18	Distinction of messages	312
14.19	Writing and signing of messages and written authorities to proceed	312
14.20	Completion of messages	312
14.21	Preservation of messages and written authorities to proceed	312
14.22	Cancellation of Line Clear	312
14.23	Loco Pilot to have authority to proceed	312
14.24	Authority to proceed ; when to be given to Loco Pilot	313
<b>D. Line Clear Tickets</b>		
14.25	Line Clear Tickets	313
<b>E. Use and Operation of Block Working Equipment</b>		
14.26	Use and operation of block working equipment	313
<b>CHAPTER XV</b>		
<b>PERMANENT WAY AND WORKS</b>		
<b>A . Railway Servants employed on the Permanent Way or Works</b>		
15.01	Condition of Permanent Way and Works	314
15.02	Maintenance of line	314
15.03	Keeping of Material	314
15.04	Inspection of Permanent Way and Works	314
15.05	Patrolling of lines	315-327
15.06	Works involving danger to trains or traffic	328-343
15.07	Works in thick, foggy or tempestuous weather impairing visibility	343
15.08	Precautions before commencing operations which would obstruct the line	344-346
15.09	Showing of signals	346-356
15.10	Assistance in protection of trains	356
15.11	Gangmate in each gang	357
15.12	Knowledge of signals and equipment of gang	357
15.13	Inspection of gauges, signals, tools and implement	357

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
15.14	Responsibility of Gangmate as to safety of line	357-358
15.15	Blasting	358
15.16	Putting in or removing points or crossings	359
15.17	Duties of Gangmate and Gangman when apprehending danger	359
<b>B. The Working of Lorries, Trollies and Motor Trollies</b>		
15.18	Distinction between trolley, lorry and motor trolley	359-360
15.19	Red flag or light to be shown	360
15.20	Equipment of trolley, lorry or motor trolley	360-361
15.21	Efficient brakes	361
15.22	Qualified person to be in-charge of lorry or trolley when on the line	361-363
15.23	Attachment to train prohibited	363
15.24	Time of running	363-376
15.25	Motor trolley	376-381
15.26	Protection of trolley on the line	381-382
15.27	Protection of lorry on the line	382
15.28	Lorries and trollies out of use	382
<b>CHAPTER XVI LEVEL CROSSINGS</b>		
16.01	Knowledge of signals	383
16.02	Supply and care of equipment	383-384
16.03	Road traffic	384-389
16.04	Gateman to observe passing trains	389
16.05	Channel for flange of wheels	389
16.06	Defects at level crossings	390-391
16.07	Obstructions at level crossings	391
16.08	Parting of a train	391
16.09	Trespassing	392
16.10	Transfer of charge of gate	392
16.11	Height gauges	392

<b>Rule No</b>	<b>Subject</b>	<b>Page No</b>
<b>CHAPTER XVII</b>		
<b>WORKING OF TRAINS ON ELECTRIFIED SECTIONS OF RAILWAYS</b>		
17.01	Applicability of General Rules	393
17.02	Special definitions applicable to this Chapter	393-399
17.03	Inspection of electrical way and works	399-400
17.04	Permit-to-work on electrical equipment	400-401
17.05	Warning to staff and public	401
17.06	Alterations to track	401-402
17.07	Tripping of circuit breakers of locomotives and electrical multiple units at neutral sections	402-404
17.08	Tower wagon	404-406
17.09	Additional rules for electrified sections	406-416
<b>CHAPTER XVIII</b>		
<b>MISCELLANEOUS</b>		
18.01	Repeal and Saving	417
<b>APPENDIX</b>		