

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.

S.R.13.01/1. Information regarding the branches of the North Central Railway worked on the One Train Only System is given in the Working Time Table of the division.

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.13.03/1. Authority to proceed -

- (a) A single metal token /a wooden staff bearing the inscription 'Authority to proceed on _____ section' and 'One Train only' system on the reverse shall be supplied to each junction station with the Main Line.
- (b) Except as provided in G.R. 13.04 (2).
 - (i) The token/wooden staff prescribed in para (a) above shall be the sole authority for a train to enter the section and the Loco Pilot of a train shall not enter the section until he has this authority in his possession.
 - (ii) The Station Master shall, before allowing a train to enter the section, handover the token to the Loco Pilot of the train.
- (c) The token/wooden staff shall be kept locked in a case especially provided for the purpose and the key of the case shall be kept by the Station Master in his personal custody.
- (d) On arrival of the train the Loco Pilot shall personally handover the token/wooden staff to the Station Master who will immediately secure it in the case.
- (e) When the token/wooden staff is lost, the Station Master will at once report the matter to the Divisional Railway Manager for replacement and until the token/wooden staff is replaced, he shall issue an authority on a manuscript form to the Loco Pilot.

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 acknowledgment.**
- (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 line 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 that the engine is not left unmanned in terms of Rule 4.20.**

S.R.13.04/1. If it is necessary for the Guard to remain with his train he will send the advice to the nearest station through the Assistant Loco Pilot stating the nature and cause of the breakdown and at once protect the train in accordance with G.R.6.03 in the direction from which relief is expected. If assistance has been asked for, he shall not allow the engine or any portion of his train to be moved until such time assistance arrives.

S.R.13.04/2. The Pilot of the engine sent out to assist a disabled engine or train, must also receive a caution order.

