

APPENDIX – ‘D’

## RULES FOR MOVEMENT OF RAIL-CUM-ROAD VEHICLES

(1) GENERAL -

- (a) Rail-cum-Road Vehicle herein after referred as RRV is a self propelled vehicle, which can run on railway track as well as on road. It shall be treated as a “train” as defined in GR 1.02(58) for the purpose of working on open line.
- (b) Rail-cum-Road vehicle is meant for track maintenance works and may also be used for OHE and S&T works as and when essential.
- (c) RRV will normally run on road. And, would run on track only on the section where some maintenance work is required to be done. Its running on track shall always be under BLOCK protection only.
- (d) For movement of RRV in Track circuited area, a certificate will be issued by SSE/Signal, which shall be valid for 06 months.
- (e) Advance weekly program shall be finalized at the level of Sr. DOM and Sr.DEN/Branch Officer concerned so that section supervisor/Chief Controller / Station Master is aware of such operating and maintenance schedule.
- (f) RRV shall not be moved between running lines and siding/stabling line(s) without the written permission of SM on duty in the form of shunting order.
- (g) On double or Multiple Line Section RRV shall, invariably run on proper line, i.e. right line.

(2) INCHARGE OF RRV -

- (a) The RRV shall run under the charge of the SSE/JE (P.Way) hereafter caller as ‘Incharge’ who shall be personally responsible for all safety aspects regarding the movement of the RRV and shall be responsible for taking block, clearing the blocks, protection of line while the RRV is working as train and also when it is “on tracked” or “off tracked”. After ‘off tracking’ the Incharge shall be personally responsible to position RRV away from the track so that it does not foul/ obstruct any of the lines. As an assurance to the fact that no line is fouling, incharge will issue his private number to the Station Master concerned making entry in the gate register to this effect.
- (b) The Loco Pilot of the RRV, hereafter to be called the RRV Operator, and other staff on RRV shall work under direct supervision of said Incharge.
- (c) The Incharge will ensure that the RRV Operator is sober and not in the state of intoxication.

(3) COMPETENCY OF THE RRV OPERATOR -

- (a) The Operator of RRV shall be fit in A-3 medical category. While on duty, he shall have with him, two pairs of such spectacles, as he is required to wear under medical rules.
- (b) For transportation training, the RRV Operator shall undergo training/refresher at Zonal Railway Training Institute and Principal/ZRTI will issue competency certificate. The competency/refresher certificate shall be valid for 3 years.
- (c) On successful completion of training, he shall be examined and if found competent, shall be issued a competency certificate by the concerned Sr.DEN and Sr.DOM. The certificate shall be kept in personal custody of the Operator while on duty and be produced as and when required by the inspecting officials.
- (d) The operator shall also possess valid “Heavy Vehicle Driving License” for road vehicles issued by State Road Transport Officer, the Incharge of RRV shall ensure that driving license of road vehicle issued to operator of RRV is renewed from time to time, as may be required under the rules.
- (e) Competency records (updated) of operator etc shall be maintained by the Incharge.

(4) SAFETY EQUIPMENTS -

- (a) Auto flasher lights (like locomotives) shall be provided on both sides of RRV.
- (b) RRV shall have a LV board and Flashing Tail Lamp, which shall be displayed in the rear during movement.
- (c) The Operator and Incharge of RRV shall be responsible for ensuring that the essential safety equipments are complete and available in RRV in working order as listed below-
  - I. Two Red and one green H.S. Flag.
  - II. Two Tri-Colour H.S. Lamps.
  - III. Two Chains with pad locks.
  - IV. Two Clamps with pad locks.
  - V. Ten fog signals.
  - VI. One watch
  - VII. Copy of the Working Time Table of the section where RRV is working.
  - VIII. G&SR book with update with amendment slips.
  - IX. One four cell flasher light torch.
  - X. One petromax lamp
  - XI. One portable field telephone.
  - XII. One walkie-talkie.
  - XIII. Two banner flags.
  - XIV. One First Aid Box.
  - XV. Skids – 02
  - XVI. Fire extinguisher -02

(5) RULES FOR OPERATION -

- (I) When the RRV is to be moved from one Block Station to another Block Station with conventional (mechanical) interlocking
  - (a) The Incharge of RRV shall give the requisition in writing, in duplicate, to the SM for the movement of RRV from one Block Station to an adjoining Block Station.
  - (b) On receipt of the requisition SM shall:
    - i. Obtain the permission of Section Controller.
    - ii. Obtain Line Clear and issue Proper Authority to Proceed, take 'Off' dispatch signals treating RRV at par with a Train.
    - iii. Return one copy of the requisition, and issue Caution order for the section, to the RRV Operator.
    - iv. Give TES signal to the SM of receiving station as soon as the RRV leaves the station and also advise the Section Controller.
  - (c) The SM at the other end of the Block Section shall receive the RRV by taking 'Off' Reception signals.
  - (d) On arrival of RRV, the Incharge of RRV shall issue a certificate for the clearance of the Block Section to the Station Master of the receiving Station.
  - (e) After the receipt of this certificate, the Station Master shall close the block section. He shall also inform the Section Control.
  - (f) Rules under GR 8.01 shall be followed.
- (II) Movement of RRV on section/stations with track circuiting/block proving with axle counter/RRI/Panel Interlocking (Absolute or Automatic Block System)
  - (a) When RRV is to be dispatched from or received at a station with track circuiting/block proving axle counter/RRI/Panel interlocking, such movement in the block section would be done on PLC.
  - (b) The line on which the RRV is stabled at a station would be treated as under block and clearance of such line would be ensured by the SM through physical verification.

## (III) Instructions for “Intermediate On Tracking and Off Tracking”

- (a) RRV has an unique facility of “On Tracking” and “Off Tracking” of the vehicle.
- (b) “On tracking” or “Off tracking” of RRV in the block section shall be done under block protection only from a manned level crossing gate provided with telephone.
- (c) This operation must be completed within 10 minutes period as far as possible.
- (d) When RRV is to be ‘On Tracked’ in the block section: - The Incharge of RRV shall give in advance a written requisition with message No. to the Station Master of the station connected to the gate with telephone from which RRV is to be ‘on tracked’ with following particulars.
  - (i) The level crossing gate No., Km at which he desires to ‘On track’ the RRV.
  - (ii) Approximate time for ‘ON’ tracking the RRV
  - (iii) Approximate duration of block
  - (iv) Level crossing gate No. and Km at which RRV shall ‘Off Track’ or the station at which the RRV will clear the block section.

Note - If there is no level crossing gate in the block section where the site of work is situated, ‘On Tracking’ shall be done at the level crossing of Block section in rear and accordingly block shall be taken by the Incharge RRV at such Level Crossing from the Station in advance. On arrival at the said Block station, the Block shall be cleared. And, for entering in the next required Block Section, fresh block shall be obtained by the Incharge.

- (e) As soon as the RRV is ready for ‘On Tracking’ at the nominated manned level crossing provided with telephone, the Incharge of RRV shall request for block (for the purpose of ‘On Tracking’) on Gate telephone to the SM with reference to his message number of the requisition for block and also give the private number from the Gateman’s private number sheet.
- (f) Such entry shall be made by the Incharge personally in the Gate Log Register of the Level Crossing concerned. On duty Station Master shall inform the Section Controller. According to the train movement Section Controller shall grant permission with his private number to impose the block. After obtaining the permission of the block from the Section Controller the Station Master shall inform the SM at the other end of the Block Section under exchange of Private numbers. There after the Station Master on duty shall give the private number to Incharge of RRV for the imposition of Block.
- (g) Where the gate is connected with a cabin, such exchange of information would be between the Incharge and the Cabinman/Cabin Master/Cabin ASM, who in turn shall exchange information with the SM and shall act on the instructions of the SM under exchange of private number.
- (h) On double line section both Station Masters shall also ensure that no train is in movement from either direction. The Station Master will inform the Incharge/RRV quoting his private number for imposition of Block nominating the line on which the RRV should be ‘On tracked’ (as per the due direction of the traffic).
- (i) On receipt of such permission supported with the private number of the Station Master, the Incharge of RRV shall start the process of On Tracking of the RRV. On double line, he shall ensure that the RRV is On Tracked on the line as per the due direction of traffic in accordance with Station Master’s permission.
- (j) After the RRV has been ‘On Tracked’, the Incharge of RRV shall inform the SM with exchange of private number and entry in gate log register that the RRV has been ‘On tracked’ and on double line that the adjacent line is clear so that train movement can be started on other direction. During the ‘ON’ tracking procedure, the flasher light shall be switched ‘ON’.
- (k) On receipt of such information and exchange of private number regarding On Tracking on double line sections, Station Master will resume normal movement on the other line.
- (l) As soon as the Block is granted, the on duty SM shall take the precautions as observed while granting traffic blocks and –
  - (i) On token less single line section, Station Master shall extract the SH key.

- (ii) On single line Token territory, Station Master shall extract the token and keep it till the removal of block.
- (iii) On double line where SGE lock and block instrument are provided, the Station Masters of both stations at either end shall turn the commutator directly to TOL position till the block has been removed. However, commutator of wrong line can be brought to line closed position provided Incharge of RRV has given the clearance of adjacent line.
- (iv) On double line where block proving Axle counter instrument are provided, the Station Masters of both stations at either end shall take out LCB Key. The LCB Key shall be kept with SM till the block has been removed. However the LCB key of wrong line can be put in the block instrument provided SSE/JE(P.Way) incharge of RRV has given the clearance of adjacent line.
- (m) When RRV is to be 'Off Tracked' in block section -
  - a) Before off tracking of RRV, Incharge RRV shall advise the Station Master concern for off tracking and give his private number, to the SM from the nominated (as per the requisition given at the station) level crossing gate telephone.
  - b) Where the gate is connected with a cabin, such exchange of information would be between the Incharge RRV and the Cabinman/Cabin Master/Cabin ASM, who in turn shall exchange information with the SM and shall act on the instructions of the Station Master under exchange of private numbers.
  - c) On double line section Station Master shall block the adjacent line also before permitting the RRV to be 'Off Tracked'. After ensuring that no train is in movement on other direction on double line section Station Master shall give his private number to the incharge/RRV confirming his permission to 'Off Track' the RRV.
  - d) During off tracking procedure the flasher lights shall also be switched on.
  - e) As soon as the RRV is 'off tracked' and comes out of level crossing gate and not fouling adjacent track. Incharge RRV shall give the private number to concerned Station Master for clearance of track as well as for removal of block. Station Master will inform the section controller and adjoining station of the block section under exchange of private numbers regarding the clearance of the block.
  - f) If the gate telephone of the nominated gate where the RRV is to be 'Off Tracked' has become defective, the RRV shall be 'Off tracked' at the next manned level crossing gate equipped with telephone.
  - g) During the "On tracking" and "Off tracking" the position of the Gates would be treated as open and precautions / procedure for opening of gates as per rules will be followed by the gateman.
  - h) After 'off tracking', first train may be worked on PLC.

(IV) 'On Tracking'/'Off tracking' in station section:

- (a) When RRV is to be 'On Tracked' or 'Off Tracked' at a level crossing gate within station section, the same shall be done only at manned gate provided with telephone.
- (b) Such 'On Tracking/Off Tracking' shall always be done with prior written permission of the ASM.
- (c) "On Tracking" shall be done only on the nominated line, which shall be treated as blocked once the "On tracking" operation has started.
- (d) The gate shall be opened for On Tracking/Off tracking after fulfilling all the conditions for opening of the gate.
- (e) Incharge shall make entries in the Cabin log register regarding "On Tracking/Off Tracking" and confirmation that adjacent lines are clear of obstruction.

- (f) The gateman/Cabinman/Cabin Master/Cabin ASM shall close the gate only after the Incharge has confirmed in the cabin log register that the RRV has been “Off Tracked” and all lines are free of obstructions that the RRV has been “On tracked” on the nominated line (line No. to be entered) and that adjacent lines are free of obstruction.
- (g) Station Master shall resume normal operation after this has been confirmed by the Cabinman/Gateman/Cabin Master/Cabin ASM under exchange of private number.

(6) FAILURES AND ACCIDENTS -

- (a) Accidents involving RRV shall be treated as train accidents under the appropriate class and action should be taken as per rules in force.
- (b) In case of failure of RRV in block section, the incharge may decide to push the disabled RRV to the nearest station or level crossing gate in consultation with SM concerned provided the brake power is in good condition.
- (c) In the event of break down, RRV shall be protected under GR 6.03 & S.R. there under.
- (7) (a) During total interruption of communications on single line the RRV may be sent to open communication for establishing contact with the Station Master of the block station at the other end of the affected bloc section.
- (b) Rail-cum-Road vehicle may be utilized as a relief train during accidents.
- (c) The Station Master, where RRV is located shall advise the Incharge of the RRV at the time of accident / Total interruption of communication.

The location of Rail-cum-Road vehicles on NCR are given below: -

S.N.	Allahabad Division	Jhansi Division	Agra Division
1	Chunar Jn	Jhansi	Agra
2	Mirzapur	Lalitpur	Kosikalan
3	Bharwari		
4	Khaga		
5	Fatehpur		
6	Kanpur Central-2		
7	Phaphund		
8	Etawah		
9	Shikohabad Jn		
10	Tundla Jn		
11	Hathras Jn		
12	Aligarh Jn		
13	Khwarja Jn		

