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ACKNOWLEDGEMENT FORM

I, _____, hereby acknowledge having received from Spoornet a copy of the Train Working Rules, dated February, 2002, and I hereby acknowledge that it is my duty as an employee, and a condition under which I am employed, to make myself fully acquainted with and abide by the instructions contained in the said Train Working Rules, and this I undertake to do. I agree to return this book to the proper official when called upon to do so, or upon leaving the Company.

Station or Depot _____

Signature _____

Date _____

Grade _____

NOTE: *Each official, responsible for the distribution of Train Working Rules, must see that an acknowledgement form is duly filled in and returned by each employee receiving a copy of the book. The completed acknowledgement form must be kept on the employee's personal file.*

THIS BOOK IS THE PROPERTY OF

and is loaned to –

NAME	EMPLOYED AS

who agrees to return it to the proper official when called upon to do so, or upon leaving the service.

Subject to amendment, of which due notice will be given, the rules contained herein apply to the service of Spoornet, whether in respect of its own locomotives, trains, or employees, or in respect of those of other operators with running rights over its lines. These rules, and any modification thereof, continue to apply to the employees of Spoornet when working on or over the lines of other operators, provided that where the owning operator has any special or additional rules, such shall apply to the employees of Spoornet during the period they are working on or over the lines of such other operator.

TRAIN WORKING RULES

FOR THE INFORMATION AND GUIDANCE OF
EMPLOYEES IN THE SERVICE OF

FEBRUARY 2002

IN FORCE UNTIL FURTHER NOTICE

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PART I

DEFINITIONS AND GENERAL

DEFINITIONS – HEADINGS – FORMS – SAFETY – EMPLOYEES TO BE IN POSSESSION OF TRAIN WORKING RULES AND APPENDICES – EMPLOYEES TO KNOW AND COMPLY WITH RULES AND INSTRUCTIONS – EMPLOYEES TO CO-OPERATE – LOST COPIES OF RULES, ETC. TO BE REPLACED – SOBRIETY OF EMPLOYEES – EMPLOYEES WITH DEFECTIVE HEARING, SIGHT OR COLOUR PERCEPTION – EMPLOYEES TO EXERCISE CARE – SIGNAL CABINS AND OFFICES TO BE KEPT PRIVATE – SPECIAL ORDERS TO BE GIVEN IN WRITING – CONTROL OF TRAINS ON OPEN LINES.

Definitions

1. In these rules, and in the appendices thereto, unless inconsistent with the context –

absolute block section: means a block section into which a train may be admitted only when there is no other train or vehicle occupying such block section;

absolute stop signal: means a stop signal that a driver, having stopped thereat on account of it being at “danger”, may under no circumstances pass without the authority, as prescribed, of the train-control officer or hand-signalman;

absolute token: means a token which permits absolute working only;

absolute working: means a method of train control which permits one train only at a time to enter or occupy a section, a telegraph section or a block section, as the case may be;

aspect: means the appearance of a colour-light signal, as seen from the direction of an approaching train, to which a particular meaning must be attached in accordance with these rules or other applicable instructions;

assisting locomotive; banking locomotive: means an additional locomotive coupled to a train to assist such train;

barrier: means a gate, a pole-gate, a chain, or other appliance, used for the protection of a level-crossing;

block section: means that portion of a line between the fixed signal controlling the entrance to the block section and the fixed signal terminating that section;

centre of a halt: means the point opposite the name or number board at a halt;

centre of a token station: means the place where the train token apparatus is installed;

clearance mark: means a white-washed or painted white sleeper or rail laid horizontally between two converging lines;

commuter train: means a train composed of vehicles conveying commuters to and from their place of work in commuter areas;

controlled signal: means a signal operated by means of a lever or from a console or control panel;

crossing attendant: means the employee on duty in charge of a level-crossing;

day: means the period between sunrise and sunset;

derailer: means any device applied to the track in a siding which will derail vehicles and/or prevent them from fouling the adjacent line in case of irregular movement;

double line: means one or more main lines used only for up trains, and one or more main lines used only for down trains;

driver: means the employee on duty in charge of and responsible for the working of a locomotive or motor-powered vehicle;

driver's assistant: means the employee, on duty on a train, who is responsible for the performance of certain specified duties relating to the safe and efficient working of such train;

express passenger train: means a passenger train to which an official name has been allocated;

fastfreight train: means a train that conveys urgent goods or parcels and must especially be expedited to ensure guaranteed delivery and arrival times;

footplate: means the cab of a steam locomotive, or the driving compartment from which a diesel locomotive, electric locomotive, electric motor coach or electric driving trailer, is being controlled;

goods train: means any train, other than a mixed train or a passenger train, run principally for the conveyance of goods;

halt: means a place on a running line where certain trains are scheduled to stop and where a train-control officer or an official in charge is not appointed (see "token station");

hand-points: means points operated by hand tumbler, or other type of lever, fixed in the immediate vicinity of such points;

higher-speed points: means either 1 in 20 points with movable vee or 1 in 12 equal-split points, depending on which of the two types has been provided and designated as higher-speed points in the particular area;

inside fixed signal: means on that side of a fixed signal nearest to a station, junction, interloop, inter-siding or halt with respect to which such signal is installed;

interlocked junction: means a junction equipped with fixed signals interlocked with points operated from one or more signal cabins;

interlocked station: means a station, or a telegraph station, equipped with fixed signals interlocked with points operated from one or more signal cabins;

interloop: means a place where trains can cross or pass each other and where there is no train-control officer (see "token station");

inter-siding: means any unattended siding, not a crossing place, connected to a running line in a telegraph section (see "token station");

inter-token: means a token which permits inter-working;

inter-working: means a method of train control which permits trains to cross or pass each other at one or more interloops in the same telegraph section;

junction: means a place where one or more running lines leave or join a running line or lines, whether or not train control instruments are installed there;

lever collars: means appliances to be placed over signal or points levers and control switches by train-control officers to indicate that such signal or points levers and control switches must not be used;

lever shelter: mean the structure from which signal and/or points levers are operated, whether or not train control instruments are installed there;

line: means a railway line;

line clear: means an authority obtained from the telegraph station in advance to despatch a train;

locomotive: means a steam locomotive, diesel locomotive, electric locomotive, electric motor coach or electric driving trailer coupled to an electric motor coach;

locomotive personnel: means the driver and driver's assistant, employed on a train;

loop: means a running line, other than a main or through line, connected at both ends to another running line;

lower-speed points: means any points of a type not specifically designated as higher-speed points for the area concerned;

main line; through line: means the principal running line or lines of a section or the straight or principal line or lines through a station, junction, interloop or halt;

marker: means a red tail board with a white border or red flag by day, or a red light by night, placed on the back of the last vehicle of a train and clearly visible from the rear, to indicate that such train is complete;

mixed train: means a train composed of vehicles for the conveyance of passengers and goods;

night: means the period between sunset and sunrise;

'non-follow' principle: means a principle of train working, according to the telegraph order system of train control, which provides that until such time as a train running according to this principle, has arrived complete at the telegraph station in advance, that train may not be followed by any other train in the same telegraph section, except where otherwise authorised by the Chief Executive (Spoornet);

'non-follow' token: means –

- (1) In the case of the Van Schoor train token system –
 - (a) an absolute tablet; or
 - (b) the crossing tablet;
- (2) In the case of the wooden train staff and paper ticket system, the train staff;
- (3) In the case of the radio train order system, the train order.

official in charge: means any employee in direct control of and responsible for the performance of certain duties, included in which is the proper supervision of other employees placed under him;

outside a fixed signal: means on that side of a fixed signal furthest from a station, junction, interloop, inter-siding or halt with respect to which such signal is installed;

passenger train: means a train composed of vehicles conveying passengers;

pilotman: means an employee equipped with a distinctive badge and pilot-working form, appointed to control pilot-working;

pilot-working: means a method of train control introduced instead of normal working and controlled by a pilotman;

reminders: means the same as “lever collars”;

running line: means a line between stations, a main line, or a loop line, set apart normally for the passage of trains;

scheduled train: means a train for which running times have been announced;

scotch: means a wooden sprag placed on the rail and under the wheel of a stationary vehicle to prevent it from moving;

section: means that portion of the running line between –

- (a) two telegraph stations;
- (b) two token stations;
- (c) two interloops;
- (d) a telegraph station and a token station;
- (e) a telegraph station and an interloop; or
- (f) a token station and an interloop;

shunter: means the employee irrespective his grade, engaged in coupling and uncoupling vehicles and the movement of trains or vehicles within prescribed limits;

shunting: means the movement of a locomotive, motor-powered vehicle or vehicles, or of a locomotive or motor-powered vehicle with vehicles attached, to, from, or on a running line or siding within certain prescribed limits;

siding: means any line other than a running line;

signal cabin: means the structure from which signal and/or points levers are operated, whether or not train control instruments are installed there;

single line: means one main or through line used for working up and down trains controlled by tokens and/or fixed signals;

station: means a place on a running line where trains are scheduled to stop, with an official in charge, whether or not a train-control officer is on duty there;

stop signal: means a semaphore signal or a two-position-light shunt signal which is or can be at “danger”, or a colour-light signal displaying or capable of displaying a red light;

telegraph section: means that section between two telegraph stations;

telegraph station: means a station where there is a train-control officer on duty;

terminal running line: means a line in a station terminating at a stop block and used normally for the reception and departure of trains;

through line: means the same as “main line”;

token: means an authority given to a driver permitting him to proceed over a prescribed section of a single line under specified conditions;

token station: means a place where train control instruments are installed and where they are operated by locomotive staff authorised to do so in the absence of a train-control officer. In other respects, such place must be regarded as an interloop, inter-siding, or halt, according to the facilities available (see relevant definitions);

track master: means the employee in charge of a team employed in connection with the maintenance of running lines and/or sidings;

track master's length: means a prescribed portion of a running line and/or sidings patrolled and maintained by a track master and his team;

train: means a locomotive or motor-powered vehicle, with marker attached, at a stand or passing over a running line or siding, or any vehicle or vehicles, with marker attached, coupled to a locomotive or motor vehicle, at a stand, or drawn or propelled over a running line or siding;

train control: means the method authorising the movement of trains;

train-control instrument: means an appliance used in authorising a train movement or a shunting movement in a section;

train-control officer: means the employee on duty at a station or a signal cabin who is in charge of and responsible for the working of trains and the operation of train-control instruments and/or signals and points;

train manager: means the employee, on duty on a train, who is responsible primarily for the issue, examination and collection of passenger tickets and the seating of passengers;

train movement: means the working of a train on any railway line;

'up' and 'down' in relation to trains: means the direction in which the trains run, and shall be interpreted in like manner when used in relation to running lines, sidings, platforms, signals and points;

vehicle: means any coach, wagon or other conveyance (excluding a push trolley) intended or designed for the transport of passengers or goods on a railway line;

whistle: means the whistle, hooter or siren fitted on a locomotive or motor-powered vehicle, by means of which an audible warning and/or signal may be given;

wrong line; wrong road: means an up line, or a portion thereof, used as a down line, or a down line, or portion thereof, used as an up line;

wrong road working: means a method of train control which permits an up train to run over a down line, or a down train to run over an up line.

Headings

2. A heading to a rule is not part of that rule, and is given merely to facilitate reference.

Forms

3. Any reference in these rules to a form shall be deemed to be a reference to the appropriate form, a specimen of which is contained in the schedule to these rules.

Safety

4. IN THE WORKING OF TRAINS, EMPLOYEES SHALL AT ALL TIMES REGARD THE SAFETY OF THE PUBLIC AND OF OTHER EMPLOYEES AS THE FIRST CONSIDERATION. THEY MUST AT ALL TIMES EXERCISE CARE IN THE PERFORMANCE OF THEIR DUTIES AND MUST NOT EXPOSE THEMSELVES UNNECESSARILY TO DANGER AND THEY MUST, AS FAR AS POSSIBLE, PREVENT THEIR FELLOW EMPLOYEES FROM EXPOSING THEMSELVES AND OTHERS TO DANGER.

Employees to be in possession of train working rules and appendices

5. (1) *Train working rules and appendices* – Every employee who is affected by these rules and relative appendices must be supplied with copies thereof, for which he must give receipts and produce the books when required to do so. He, as well as all employees of other operators working over the lines of Spoornet, shall observe these rules and the instructions contained in the General Appendix and local appendices.

(2) *Distribution of books of rules and notices* – Officials in charge must ensure that the employees [referred to in subclause (1) hereof] under them are supplied with copies of these rules and of appendices, special train notices and all other notices and instructions affecting them and their duties. Signatures must be obtained from the employees concerned, in accordance with the instructions contained in the General Appendix.

Employees to know and comply with train working rules and instructions

6. Every employee supplied with copies of these rules and of the other publications referred to in rule No. 5(3), must make himself thoroughly acquainted with the contents thereof, and must comply with the whole of the rules and instructions affecting him in the discharge of his duties.

Employees to co-operate

7. Employees must render every assistance and co-operate in carrying out rules and instructions relating to the working of trains. Any infringement of such rules or instructions which may come to the notice of an employee, must immediately be reported by him to his superior officer.

Lost copies of rules, appendices, etc., to be replaced

8. It shall be the duty of every employee mentioned in rule No. 5, to apply to his superior officer for copies of these rules or of relative appendices, or other publications, of which he should be in possession, in the event of his copy thereof being lost, mislaid, destroyed or damaged so as to be incomplete.

Sobriety of employees

9. An employee shall not hand over his duties to another employee unless he is satisfied as to that person's sobriety and general fitness for duty.

Employees with defective hearing, sight, or colour perception

10. (1) *Employment restricted* – An employee whose hearing, sight, or colour perception is defective, must not be employed in any capacity in which, owing to his disability, life or property may be endangered.
- (2) *Employees to report disability* – Any employee who finds that his hearing, sight, or colour perception has become impaired, must report the matter immediately to his superior officer.
- (3) *Re-examination of employees* – Any employee who has cause to suspect that an employee working under him is afflicted with any disability mentioned in subclause (1) hereof must take immediate steps to have such employee medically re-examined.

Signal cabins and offices to be kept private

11. Signal cabins, booking offices, as well as rooms or offices in which train-control instruments are operated, must be kept strictly private. Admittance to such places is only allowed to employees whose duties require their presence therein.

Special orders to be given in writing

12. (1) Special orders and instructions connected with the working of the railways must, when practicable, be given in writing.
- (2) When, in train working, an order or information is given orally by telephone or by radio, whether or not it is a requirement that such order or information must be written down, the person giving the order or information, must ensure that the receiver understands it. Where it appears necessary, he must insist on the receiver repeating the gist of the order or information to him.

Control of trains

13. The running of trains on lines other than those under construction, is under the control of the central operating office.

PART II

OPERATION AND OBSERVANCE OF FIXED SIGNALS

FIXED SIGNALS – APPLICATION OF FIXED SIGNALS, SIGNALS IMPERFECTLY SHOWN – FIXED SEMAPHORE AND COLOUR-LIGHT SIGNALS NOT IN USE – USE, OPERATION AND OBSERVANCE OF COLOUR-LIGHT SIGNALS – USE, OPERATION AND OBSERVANCE OF HOME, INTERMEDIATE HOME, OUTER-HOME, DISTANT, STARTING, ADVANCE STARTING, ROUTE, GOODS OR SIDING, CALLING-ON, SHUNT, POSITION-LIGHT SHUNT, DEAD-END, WRONG-ROAD, DWARF, SEMAPHORE AND COLOUR-LIGHT REPEAT SIGNALS, WARNING BOARDS AND WATERING BOARDS – FIXED INDICATORS – USE, OPERATION AND OBSERVANCE OF TWO-WAY POINTS, ONE-WAY POINTS AND GROUND INDICATORS – USE AND OBSERVANCE OF CLEARANCE MARK – PERMANENT SPEED-RESTRICTION BOARDS – USE AND OBSERVANCE OF HAND-SIGNALS – FOG SIGNALLING – TRAIN INDICATORS.

Fixed signals

14. (1) *Semaphore signals* – Semaphore signals are fixed signals and comprise the following: Home, intermediate home, outer-home, distant, starting, advance starting, route, goods or siding, calling-on, shunt, dead-end, wrong-road, dwarf, repeat, level-crossing and tram crossing signals.
- (2) *Light signals* – (a) Colour-light signals are fixed signals. The signals are given by means of coloured lights and each aspect, which is the same by day as by night, may consist of one or more coloured lights.
- (b) Position-light shunt signals, used in areas where colour-light signalling is installed, are also fixed signals.
- (3) *Warning boards and watering boards* – Warning boards and watering boards are fixed signals and must be observed as such.

Semaphore arms and lights

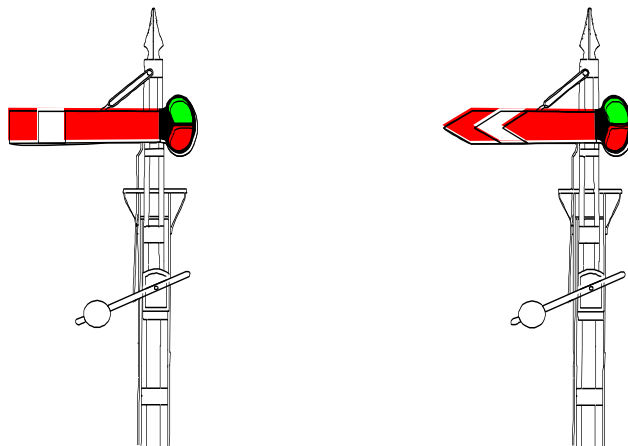
15. (1) Except as provided in subclause (2) hereof, the posts carrying semaphore signals have arms for day signalling and distinctive coloured lights for night. The arms to be observed by a driver are those on the left-hand side of the signal posts to which they are connected.
- (2) At certain places, as provided in local appendices, where visibility is restricted, distinctive coloured lights are used in conjunction with semaphore signals for day signalling.
- (3) *Lights of fixed semaphore signals* – Where the lamps of fixed semaphore signals are provided with back lights, the back lights show white when the fixed semaphore signals are at “danger” or, in the case of distant signals, at “caution”. When the signals are at “all-right”, the back lights are not visible from the signal cabin. (See rule No. 80.)

Normal position of fixed semaphore signals

16. The normal position of fixed semaphore signals is at “danger”, except signals which control tram crossings, and those referred to in rules Nos. 17(2), 88 and 89, or where otherwise authorised by the Chief Executive (Spoornet).

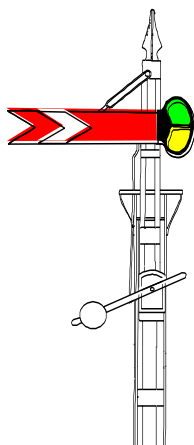
“Danger”, “caution” and “all-right” positions of semaphore signals

17. (1) *Semaphore “danger” signal* – A semaphore “danger” signal is shown during the day by means of the arm in the horizontal position, thus –



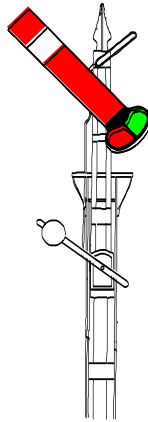
and at night by means of a signal lamp with a red light.

- (2) *Semaphore “caution” signal* – A semaphore “caution” signal is restricted to the distant signal, and is shown during the day by the arm of the distant signal in the horizontal position, thus –



and at night by means of a signal lamp with a yellow light.

- (3) *Semaphore “all-right” signal* – A semaphore “all-right” signal is shown during the day by means of the arm raised half-way from the horizontal position, thus –



and at night by means of a signal lamp with a green light or, in the case of a wrong-road signal, a small purple light.

Application of fixed semaphore and colour-light signals

18. *Fixed semaphore and colour-light signals* – Fixed semaphore and colour-light signals are provided to indicate on which line and in which direction train or shunting movements may, or may not, be made according to these rules. The signals must not be used for any other purpose except when they are being tested.

Signals to be at “danger” in the event of accident

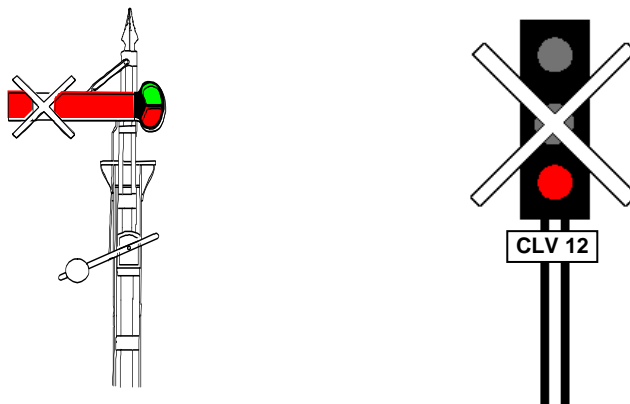
19. In the event of an accident or other unforeseen circumstance occurring which may possible affect the safe passage of trains, all signals at “danger” must be kept in that position and all signals at “all-right”, “proceed” or “caution” must be immediately placed at “danger” or, in the case of the distant signal, at “caution”.

Doubt over position of fixed signal

20. (1) When a signal is imperfectly shown or is displaying a combination of lights that should not thus be displayed, or when two or more signals are at “all right” or “proceed” where only one signal should thus be shown, or should no signal be seen where one is always shown, it must be regarded that the signal is displaying its most restrictive position or aspect and the circumstances must be immediately reported.
- (2) When a signal has been operated to authorise a movement to a destination, over a route or in a direction that is obviously inconsistent with the expected destination, route or direction and the driver has not beforehand been notified of the circumstances, he must not proceed further but must communicate with the train-control officer as soon as possible.

Fixed signals not in use

21. (1) A signal in course of installation, or one which is not in use owing to alterations, must have a white cross affixed to the front thereof, thus –



- (2) Except when a signal mentioned in subclause (1) hereof is being tested and the locomotive personnel have been previously advised, it must not be lighted, nor must the white cross be removed.
- (3) A signal to which a white cross is attached must not be acted upon.

Colour-light signals

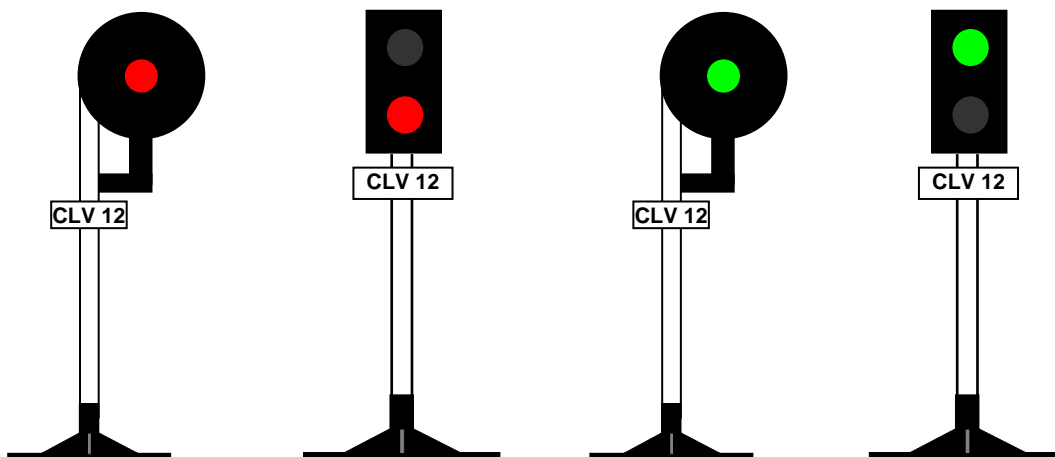
22. (1) Colour-light signals are fixed to overhead structures or to posts or brackets or close to ground level alongside the track. Every signal has a distinctive number which is preceded by code letters.
- (2) Colour-light signals may be of the single-lens or multi-lens type, and in the case of the latter, the lenses may be arranged vertically or horizontally or as a combination of both, e.g. –

SINGLE LENS

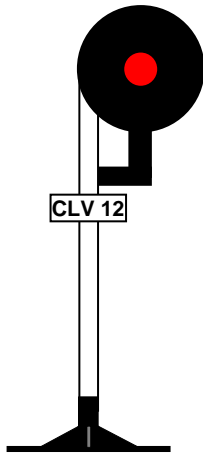
MULTI-LENS

SINGLE LENS

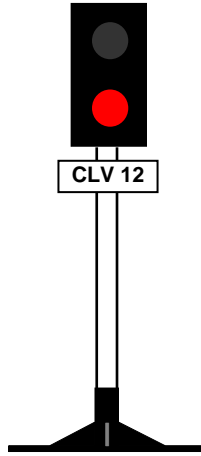
MULTI-LENS



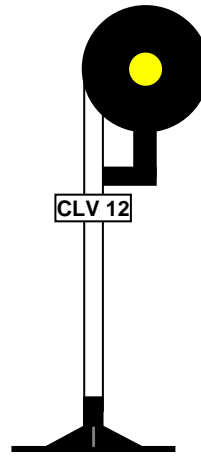
SINGLE LENS



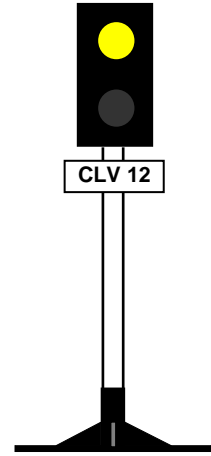
MULTI-LENS



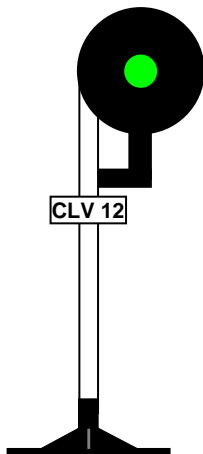
SINGLE LENS



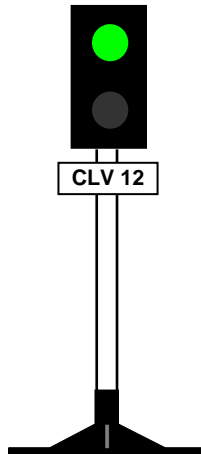
MULTI-LENS



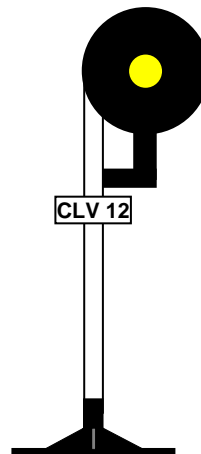
SINGLE LENS



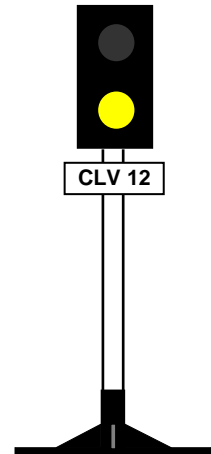
MULTI-LENS



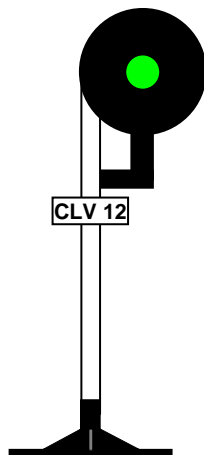
SINGLE LENS



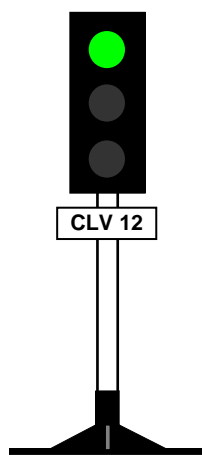
MULTI-LENS



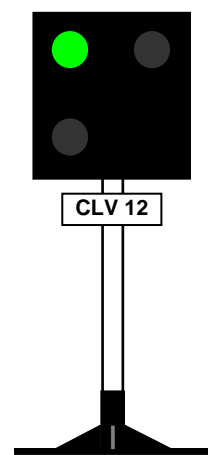
SINGLE LENS



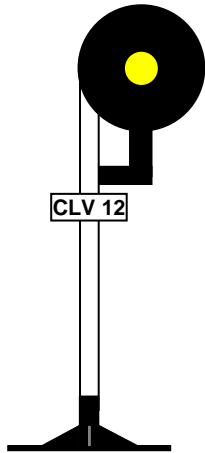
MULTI-LENS



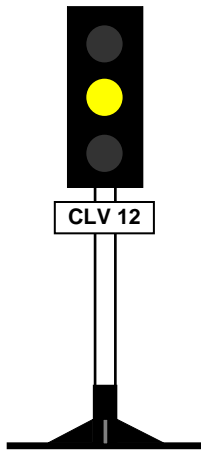
MULTI-LENS



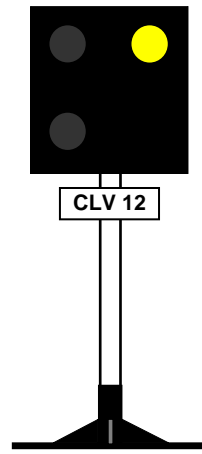
SINGLE LENS



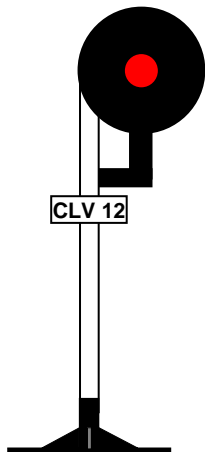
MULTI-LENS



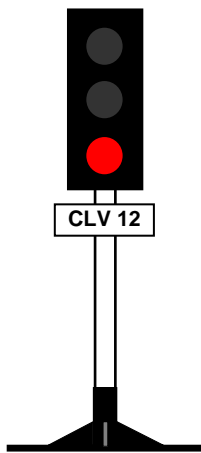
MULTI-LENS



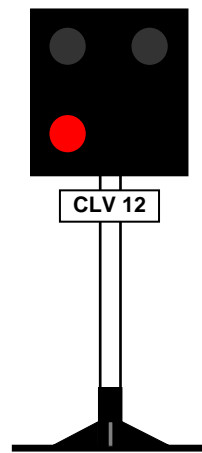
SINGLE LENS



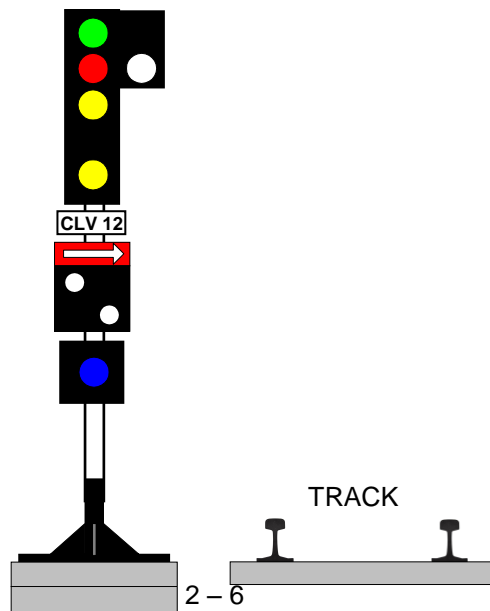
MULTI-LENS







MULTI-LENS




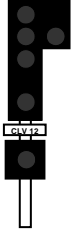
MULTI-LENS SIGNAL



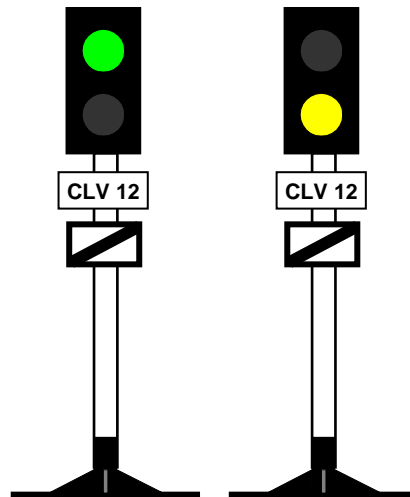
(3) The meanings of the various aspects displayed by colour-light signals are as follows:

ASPECT	SIGNAL	MEANING
(a) Red light.		Danger – stop.
(b) Yellow light.		<p>Proceed, but stop at the next signal unless it is seen to be at “proceed”. Except in areas where two colour lights [see (d) and (e)] are used to indicate a turn-out or turn-in over points, this aspect also indicates that the driver must expect to turn out or in over one or more sets of lower-speed points (where there are points).</p>
(c) Green light		<p>Proceed – next signal displays a “proceed” aspect.</p>
(d) Green light and a yellow light (green above yellow).		<p>Proceed at the correct speed for the train concerned to turn out or in over one or more sets of higher-speed points. Next signal displays a “proceed” aspect.</p> <p>NOTE: Should the yellow light of the aspect “green light and a yellow light” fail, the signal will not display a light.</p>

ASPECT	SIGNAL	MEANING
(e) Two yellow lights (yellow above yellow).		Proceed at the correct speed for the train concerned to turn out or in over one or more sets of lower-speed points. Next signal displays a “proceed” aspect.
(f) White light in conjunction with a single yellow light or, in certain cases, in conjunction with a single green light.		Proceed, but be ready to stop at the second signal in advance, situated at less than stopping distance beyond the next signal.
(g) White light in conjunction with two yellow lights or, in certain cases, in conjunction with a green light and a yellow light.		Proceed at the correct speed for the train concerned to turn out or in over one or more sets of lower-speed or higher-speed points, as the case may be, beyond the next signal. Be ready to stop at the second signal in advance, situated at less than stopping distance beyond the next signal. NOTE: (i) Should the green light of the aspect consisting of a white light in conjunction with a green light and a yellow light fails, the signal will display an aspect comprising a yellow and a white light only. NOTE: (ii) If a white light, where one should be displayed, fails, the signal will display a yellow light.
(h) Red light and a yellow light (red above yellow) (goods or siding aspect)		Proceed – the train is being admitted onto a goods siding. [See rule No. 41(3).]

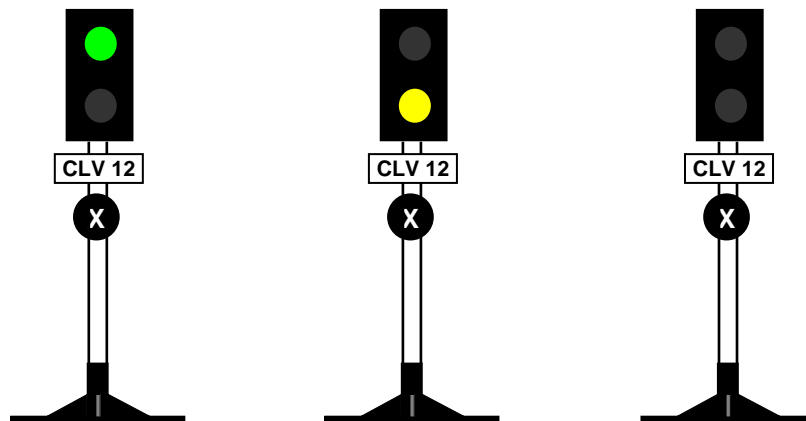
ASPECT	SIGNAL	MEANING
(i) Red light and a blue light (red above blue) (emergency aspect)		Stop – then proceed in such a manner that train may be stopped within sight distance – points, where provided, correctly set but track circuits out of order and/or line possibly occupied. [See subclause 7005.4, Section 7 of the General Appendix (Part I).]
(j) No light (in stop signal)		Danger – stop.

(4) *Warning signal* – (a) A warning signal can be identified by a board affixed to the signal post immediately below the distinctive code and number of the signal, thus –



(b) A “proceed” aspect displayed by a warning signal, must be observed in accordance with subclause (3) hereof. The signal has no danger aspect.

- (5) *Repeat signal* – (a) A repeat signal can be identified by an illuminated letter X near the signal lens(es), thus –



- (b) The sole purpose of this signal is to repeat to a driver a “proceed” aspect displayed by a following stop signal which, on account of curvature of the line or other cause, cannot be seen from the required distance. For this reason a “proceed” aspect displayed by the signal is, in itself, no authority to proceed.
- (c) When the signal displays no colour light (whether or not the illuminated X is shown) the driver must be ready to find the main signal at “danger”.
- (6) When a colour-light signal has been placed at “proceed” to despatch a train over a section over which token working is in force, the driver must receive the correct token for the section before he departs. (See rule No. 204.) In such a case the aspect authorises the driver to proceed over the points only and there is no indication about the position of a following signal.
- (7) Instructions in respect of the control over the running of trains by means of the colour-light signalling system are contained in the General Appendix (Part I) and, where necessary, are supplemented by instructions in the local appendices.

23. VOID

When colour-light signal may be passed at “danger”

24. (1) Provided authority is granted in accordance with subclause (2) hereof, a colour-light signal displaying a danger aspect, may be passed when –
- the signal, although the line is clear, cannot, on account of a defect, display a “proceed” aspect or, for safety reasons, has to be kept at “danger”;
 - a train has to be admitted onto a line which is occupied or obstructed;
 - the signal is not equipped to display a “proceed” aspect in respect of the line upon or over which the train has to proceed; and
 - the movement is a shunting movement.

- (2) A colour-light signal displaying a danger aspect may only be passed if –
- (a) a “caution” hand signal, as stipulated in rule No. 69(3), is displayed by the train-control officer or other authorised employee at the facing points or, where there are no facing points, at or near the signal. Before the “caution” hand signal is acted upon, the speed of the train must be reduced to 10 km/h. If the train is to be admitted onto an occupied line or onto a line, the forward end of which is obstructed, the train must be brought to a standstill at the signal and the driver orally informed of the circumstances. In all instances the provisions of rules Nos. 212(2) and 216 must be complied with;
 - (b) the one-position-light shunt signal, where there is one on the same post as the colour-light signal, is operated for the train or shunting movement, as the case may be [see rules Nos. 45(2), 46(2) and 135]; or
 - (c) authority is granted in writing, orally or by other means as prescribed, in accordance with the rules or instructions in the General Appendix (Part I) or the local appendix, applicable to obstructions, the failure of trains or train control apparatus, or other exceptional circumstances.

Use of route and direction indicators in conjunction with signals

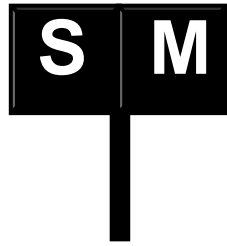
25. (1) Route and direction indicators are used in conjunction with colour-light signals controlling access to more than one line over interlocked points.
- (2) *Route indicators* – (a) A route indicator shows the route set up, or the platform road onto which the train is being admitted. This route indication is given by means of –
- (i) an illuminated direction arm, or
 - (ii) illuminated figures or letters, or a combination of both, or a vertical arrow indication.
- (b) The route indicator may be fixed above or below or alongside the signal to which it relates, and is of the following types:



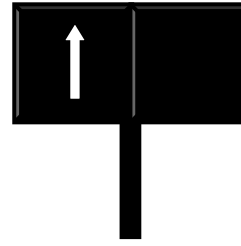
ILLUMINATED DIRECTION
ARM FOR STRAIGHT LINE
AND THREE DIVERGING
ROUTES TO THE LEFT



ILLUMINATED DIRECTION
ARM FOR STRAIGHT LINE
AND THREE DIVERGING
ROUTES TO THE RIGHT



ILLUMINATED NUMBER (S)
OR LETTER (S)



VERTICAL ARROW
INDICATION

- (3) *Direction indicators* – (a) Where signals capable of displaying the aspect described in rule No. 22(3)(d) and (e) are in use, direction indicators as a rule, are used which, instead of indicating the route, only indicates whether or not the route will include a turn-out over facing points. If the route includes more than one turn-out, only the first turn-out will be indicated.

- (b) Direction indicators consist of one, two or three arms, each with three or more white lights, erected above the signal, thus –

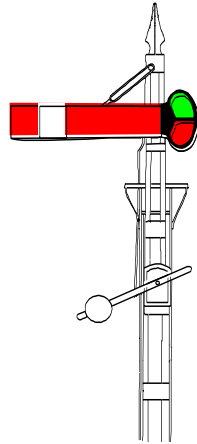


The vertical arm indicates the main or straight route. An arm 45 degrees to the left or right indicates that the train will turn out to the left or right, respectively, at facing points (not necessarily the first set of facing points) en route to the next signal.

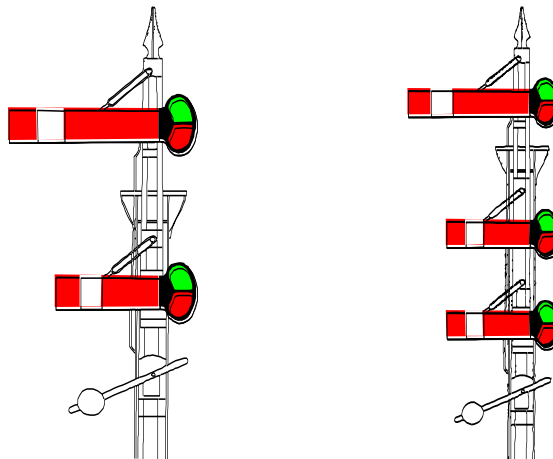
- (4) Route or direction indicators are also used in conjunction with certain position-light shunt signals.
- (5) The route or direction indication is displayed only when the applicable colour-light signal is displaying a “proceed” aspect or when the relevant shunt signal is in the “caution” position.
- (6) *If route or direction indication is not displayed* – When a signal, equipped with a route or direction indicator, displays a “proceed” aspect or, if it is a shunt signal, the “caution” position, without a route/direction indication, the driver must proceed over the points at the appropriate restricted speed. Except when the signal displays a green light only, the driver must be ready to turn out over points.

Home and intermediate home signals

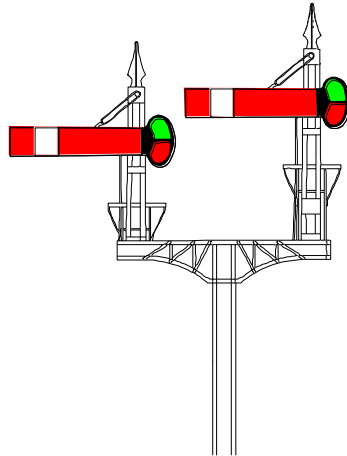
26. (1) A home signal and an intermediate home signal have a square-ended arm, thus –



- (2) (a) A home signal terminates the block section where there is also either an intermediate home signal or an outer-home signal, unless otherwise provided in local appendices.
- (b) An intermediate home signal terminates the block section where an outer-home signal is also provided.
- (3) A home signal or an intermediate home signal at “danger” is an absolute stop signal.
- (4) When two or more home signals are on the same side of a post the topmost arm is of standard size, and the others are smaller, thus –



- (5) When two or more home signals are on separate posts of different heights alongside each other, thus –



or when one home signal is below another as illustrated in subclause (4) hereof, the highest arm relates to the running line with least curvature, and the lower arms to the running lines on the right or left, as the case may be.

- (6) Where an additional home signal is provided between the outermost fixed signal and the home signal, the additional home signal is termed the intermediate home signal. The distance between the intermediate home signal and the home signal must be not less than 300 metres.

Operation of home and intermediate home signals

27. (1) *When line into block section ahead is clear: Double lines* – On a double line a home signal and, where provided, an intermediate home signal, may be placed at “all-right” when the line through the station into the block section ahead is clear.
- (2) *When line is clear: Single lines* – On a single line a home signal and, where provided, an intermediate home signal, may be placed at “all-right” when the line is clear and all is in order for the safe admittance of the train. (See rule No. 94.)
- (3) *When a terminal running line is clear to stop block: Double and single lines* – On double and single lines a home signal and, where provided, an intermediate home signal, may be placed at “all-right” when the terminal running line is clear to the stop block or when not more than one vehicle is standing at the stop block. (See rule No. 94.)
- (4) *When the block section in advance is occupied, but the line is clear to a point well in advance of the signal controlling entry to the block section ahead and the distant signal is at “caution”: Double lines* – (a) On double lines, or in the case of a single line, joining or merging into a double line, where a distant signal is provided, the home signal and, where provided, the intermediate home signal may be placed at “all-right”, if the block section ahead is occupied but the line is clear well in advance of the starting signal or, where provided, the advance starting signal and the starting signal is at “danger” and, where provided, the advance starting signal is at “danger” and the distant signal is at “caution”.
- (b) On double lines, or in the case of a single line joining or merging into a double line, where an advance starting signal is provided, the intermediate home signal may be placed at “all-right” when the line is clear well in advance of the starting signal, provided the starting and home signals are at “danger” and the distant signal is at “caution”.

- (5) *Where the block section in advance is occupied but the line is clear well in advance of the advance starting signal, and a distant signal is not provided: Double lines* – On double lines, or in the case of a single line joining or merging into a double line, where a distant signal is not provided, but an advance starting signal is provided, the home signal and, where provided, the intermediate home signal, may be placed at “all-right” when the block section ahead is occupied but the line is clear well in advance of the advance starting signal, provided the starting and advance starting signals are at “danger”.
- (6) *Where the block section in advance is occupied but the line is clear well in advance of the starting signal and a distant and an advance starting signal are not provided: Double lines* – (a) On double lines, or in the case of a single line joining or merging into a double line, where a distant signal and an advance starting signal are not provided but a starting signal is provided, the home signal may be placed at “all-right” when the block section ahead is occupied, but the line is clear well in advance of the starting signal and that signal is at “danger”, but not before the train has been brought quite, or nearly, to a standstill at the home signal.
- (b) Where an intermediate home signal is provided in addition to a home signal, and the conditions set forth in paragraph (a) apply, the intermediate home signal may only be placed at “all-right” upon the near approach of the train thereto, but the home signal must not be placed at “all-right” until the train has been brought quite, or nearly to a standstill at that signal.
- (c) At a station where an intermediate home signal is provided and the terminal running line to which a train must be admitted, is occupied by more than one vehicle, the intermediate home signal may be placed in the “all-right” position upon the near approach of the train thereto, provided the line is clear well in advance of the home signal and the home signal is at “danger”.
- (7) *Where intermediate home signal is provided: Single lines* – (a) On a single line where a distant signal is provided, but the line is not clear to the clearance mark at the opposite end of the station, or two or more vehicles are occupying the terminal running line, the intermediate home signal may only be placed at “all-right” when the line is clear to the home signal and the distant signal is at “caution”.
- (b) Where a distant signal is not provided, the intermediate home signal may only be placed at “all-right” on the near approach of the train to the signal.
- (8) *Replacing home signal to “danger”:* *Double and single lines* – (a) When a home signal on double and single lines has been placed at “all-right” for a train to pass, the lever controlling the signal must be restored to the normal position in the frame immediately after the train complete has passed the signal or the train has come to a standstill. *The provisions of this paragraph shall not apply when the provisions of rule No. 93 have to be observed, or in the case of an accident or other circumstance affecting the safe passage of a train.*
- (b) When an intermediate home signal on double and single lines has been placed at “all-right” for a train to pass, that signal must be replaced to “danger” immediately after the locomotive of the train has passed it.

Observance of home and intermediate home signals

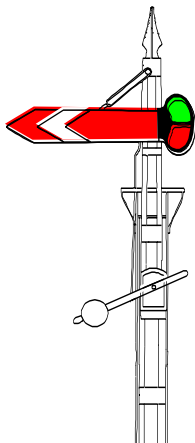
28. (1) *Home signal at “all-right”:* *Double lines* – (a) On a double line the home signal at “all-right” indicates that the line is clear well in advance of the starting signal. The provisions of this paragraph also apply where an intermediate home signal in addition to a home signal is provided and both signals are at “all-right”.

- (b) When an intermediate home signal only is at “all-right” on double lines, it will indicate that the line is clear well in advance of the starting signal but a driver must proceed at reduced speed and be ready to stop short of the home signal at “danger”.
- (2) *Home signal at “all-right”: Terminal running lines: Double and single lines* – The home signal at “all-right” on double and single lines indicates, in the case of a terminal running line, that the line is clear or that not more than one vehicle is standing at the stop block.
- (3) *Home signal at “danger”: Double and single lines* – On double and single lines a driver must not pass a home signal at “danger”, or foul the points or cross-over roads, or a level-crossing, to which it relates, except as provided in subclause (4) hereof.
- (4) *When home signal may be passed at “danger”: Double and single lines* – (a) On double and single lines, a home signal may be passed at “danger” when –
- (i) a calling-on signal, which relates to the same line as the home signal, is at “all-right” (see rules Nos. 43 and 44);
 - (ii) the home signal is defective [see rule No. 101(7)];
 - (iii) it is necessary to admit a train or vehicle to an occupied or obstructed line [see rule No. 94(1)(a)];
 - (iv) the home signal does not relate to the line to which a train or vehicle is to be admitted [see rule No. 212(2) and (3)].
- (b) Except as provided in paragraph (a)(i) hereof, a home signal may be passed at “danger” only if an “all-right” hand-signal is displayed at the facing points or, where there are no facing points, at or near the signal. Before acting on the hand-signal, the speed of the train must be reduced to 10 km/h. If the train is to be admitted onto an occupied line, or onto a line, the forward end of which is obstructed, the train must be brought to a standstill at the signal, and the driver orally informed of the circumstances. [See rules Nos. 94(1) and 149.] In all instances the provisions of rules Nos. 212(2) and 216 must be complied with.
- (c) The provisions of paragraph (a)(ii), (iii), (iv) and paragraph (b) hereof apply also to intermediate home signals, where provided.
- (5) *Train stopped or checked at home signal: Double lines* – (a) When the starting signal on a double line is at “danger” and a train has been brought quite, or nearly, to a standstill at the home signal at “danger”, the driver must, after the home signal has been placed at “all-right”, draw forward slowly to the starting signal. If the signal cabin is between the home signal and the starting signal, the driver must be ready to stop at the cabin if required.
- (b) When the home signal on double lines is at “danger” and the train has been checked at the intermediate home signal, the driver must, after the intermediate home signal has been placed at “all-right”, draw forward slowly to the home signal.
- (6) *Home signal at “all-right”: Single lines* – (a) A home signal at “all-right” on a single line authorises a driver to proceed to the signal relating to the same line which is positioned inside the clearance mark at the forward end of the station or, where such a signal is not provided, up to but not beyond the clearance mark of an adjoining running line at the forward end of the station. The provisions of this paragraph also apply where an intermediate home signal in addition to a home signal is provided and both these signals are at “all-right”. (See rule No. 217.)

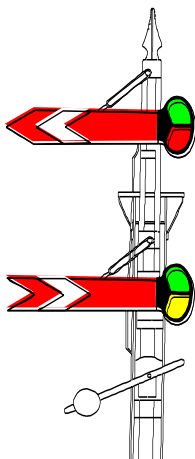
- (b) On a single line when an intermediate home signal only is at “all-right”, it indicates that the line is clear to the home signal, and a driver must proceed at reduced speed and be ready to stop short of the home signal at “danger”.

Outer-home signal

29. (1) An outer-home signal has a pointed arm, thus –



- (2) An outer-home signal at “danger” is a “stop and draw in” signal.
- (3) The distance between the outer-home signal and the intermediate home signal, where provided, or the home signal relating to the same line, must not be less than 400 metres, except where specially authorised.
- (4) Where an outer-home signal and a distant signal are fixed on the same post the upper arm is the outer-home signal, thus –

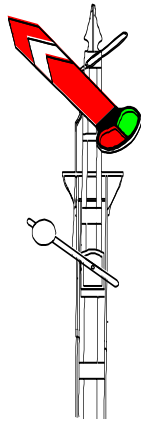


Operation of outer-home signal

30. (1) *Double and single lines* – The outer-home signal may be placed at “all-right” on double and single lines when the intermediate home signal, where provided, or the home signal is at “all-right”. (See rule No. 27.)
- (2) *Replacing signal to “danger”*: *Double and single lines* – On double or single lines, when the outer-home signal has been placed at “all-right” for a train to pass, that signal must be replaced to “danger” immediately after the locomotive of the train has passed the signal.

Observance of outer-home signal

31. (1) *Signal at "all-right"* – The outer-home signal at "all-right", thus –

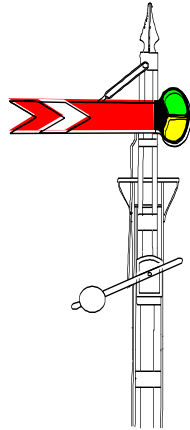


indicates:

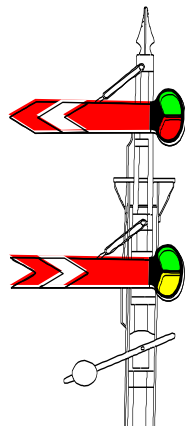
- (a) *On double lines* – (i) that the intermediate home signal, where provided, is at "all-right" and that the line is clear to the home signal;
 - (ii) where an intermediate home signal is not provided, that the home signal is at "all-right" and that the line is clear well in advance of the starting signal.
 - (b) *On single lines* – (i) that the intermediate home signal, where provided, is at "all-right" and that the line is clear to the home signal;
 - (ii) where an intermediate home signal is not provided, that the home signal is at "all-right" and that the line is clear to the clearance mark at the forward end of the station.
- (2) *Signal at "danger": Double lines* – When the outer-home signal on a double line is at "danger" a driver must stop short of that signal. If, after he has stopped his train, the line ahead is clear, he may proceed slowly inside the outer-home signal but must be ready to stop his train outside the intermediate home signal, where provided, at "danger", or, in its absence, outside the home signal if it is at "danger".
- (3) *Signal at "danger": Single lines* – When the outer-home signal on a single line is at "danger", a driver must stop short of that signal. If, after he has stopped his train, the line ahead is clear, he may proceed slowly inside the outer-home signal but must be ready to stop short of any possible obstruction between that signal and the intermediate home signal, where provided, or, in its absence, the home signal.

Distant signal

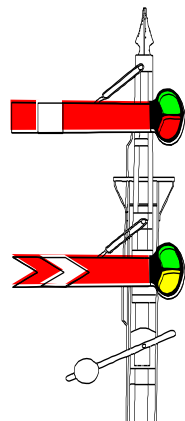
32. (1) A distant signal has a fish-tail arm, thus –



- (2) A distant signal in the horizontal position is a signal which indicates “caution”.
- (3) Where the distant signal is on a post by itself, the distance separating such signal from the next signal in advance relating to the same line, must be not less than 400 metres except where specially authorised.
- (4) Where a distant signal is fixed on the same post as an outer-home signal the distant signal is the lower one, thus –



- (5) Where a distant signal cannot be placed at the standard distance, as provided in subclause (3) hereof, it may be placed on the same post as a starting or an advance starting signal, for the same line, of the signal cabin in the rear. In such case the distant signal will be the lower one, thus –



- (6) Where the distant signal, which is worked from one cabin, is placed near to another cabin, the train-control officer at the latter cabin must see to it that the signal is operating correctly. The train-control officer from whose cabin the distant signal is worked, must, however, ensure that the signal responds correctly to the lever movement.

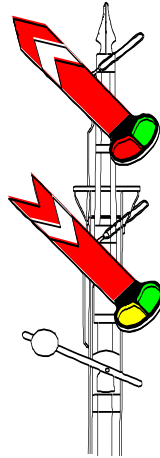
Operation of distant signal

33. (1) *When signal may be placed at "all-right" – (a) Double lines* – Except where otherwise provided in local appendices the distant signal on a double line may only be placed at "all-right" when the main line through the station into the block section ahead is clear, "line clear" for that section has been obtained, and all semaphore signals governing such train movement have been placed at "all-right".
- (b) *Single lines: Absolute working* – On a single line the distant signal under absolute working may only be placed at "all-right" when the main line through the station into the section ahead is clear, the token, (or "line clear" in the case of non-token working) for that section has been obtained, and all fixed signals in connection with such train movement have been placed at "all-right".
- (c) When a mixed or passenger train is scheduled to stop at a station, the distant signal for such train must be placed at "all-right" provided the terms of paragraph (a) or (b) hereof, as the case may be, have been complied with.
- (2) *Replacing signal to "caution": Double and single lines* – When a distant signal on double or single lines has been placed at "all-right" for a train to pass, that signal must be replaced to "caution" immediately after the locomotive of the train has passed it.

Observance of distant signal

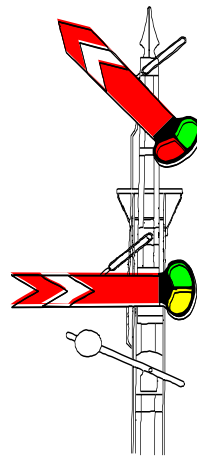
34. (1) *Signal at "all-right": Double lines* – Except where otherwise provided in the local appendices a distant signal at "all-right" on a double line indicates that the block section ahead is clear and that all fixed signals for the line to which the distant signal relates, are also at "all-right".
- (2) *Signal at "caution": Double lines* – Except where otherwise provided in local appendices a distant signal at "caution" on a double line indicates that the block section ahead is occupied and that the starting signal as well as the advance starting signal, where provided, is at "danger". Under these conditions the driver must reduce speed and be ready to stop at the intermediate home signal, where provided, at "danger" or, in its absence, the home signal at "danger".
- (3) *Signal at "all-right": Single lines* – On a single line a distant signal at "all-right" indicates that the section ahead is clear, that the token (or "line clear" in the case of non-token working) has been obtained for that section and that all main line fixed signals in connection with the train movement concerned have been placed at "all-right".
- (4) *Signal at "caution": Single lines* – When a distant signal on a single line is at "caution", the driver must reduce the speed of his train sufficiently to be able to stop short of a train or vehicle which may obstruct the line inside the area protected by such signal. [See clause 11006.0, Section 11 of the General Appendix (Part I).]

- (5) *Distant and outer-home signals at “all right”: Double and single lines* – When a distant signal and an outer-home signal on double and single lines are on the same post and both signals are at “all-right”, thus –



the indications in subclause (1) hereof in respect of double lines, or in subclause (3) hereof in respect of single lines, are applicable.

- (6) *Distant signal at “caution”: Outer-home signal at “all-right”: Double and single lines* – When a distant signal on double and single lines is fixed on the same post as an outer-home signal, and the distant signal is at “caution” and the outer-home signal is at “all-right”, thus –

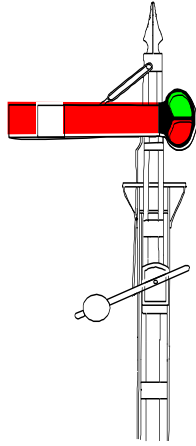


the indications in rule No. 31(1)(a) in respect of double lines or in rule No. 31(1)(b) in respect of single lines, are applicable.

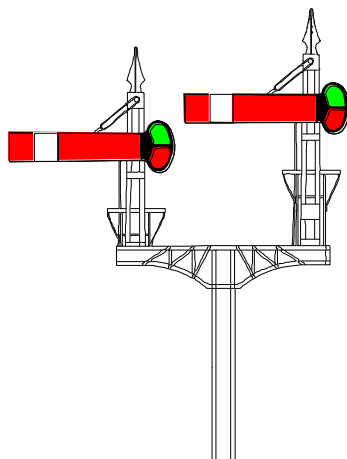
Starting and advance starting signals

(Applicable to double lines, and to single lines controlled by the non-token system of train control.)

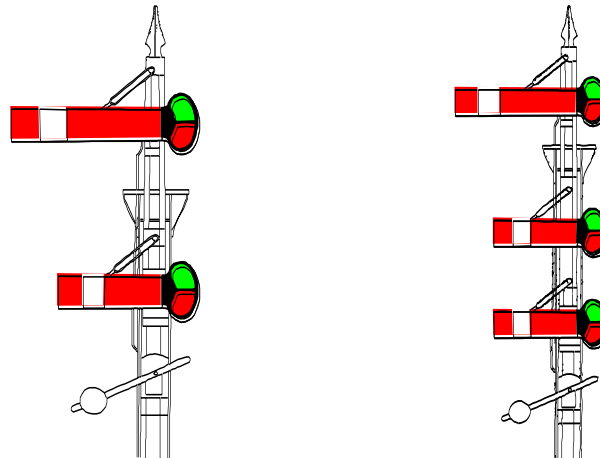
35. (1) A starting and an advance starting signal have a square-ended arm, thus –



- (2) (a) An advance starting signal, where provided, controls the entrance to the block section ahead.
 - (b) In the absence of an advance starting signal, a starting signal controls the entrance to the block section ahead.
 - (c) Where an intermediate home or outer-home signal is not provided, a starting signal terminates the block section in rear.
- (3) A starting or an advance starting signal at “danger” is an absolute “stop” signal.
- (4) At stations and junctions where two or more starting signals are provided on separate posts of different heights alongside each other, thus –



or where one starting signal is below another on the same side of the post, thus –



the highest arm relates to the running line with the least curvature and the lower arm or arms to the running line(s) on the right or left, as the case may be.

Operation of starting and advance starting signals

(Applicable to double lines, and to single lines controlled by the non-token system of train control.)

36. (1) *When signals controlling the departure of a train to the telegraph station in advance may be placed at “all-right”* – An advance starting signal or, in its absence, a starting signal, may only be placed at “all-right” to allow a train to proceed to the telegraph station in advance after “line clear” has been obtained from the signal cabin in advance, except where otherwise specially provided.
- (2) *Train proceeding to advance starting signal* – When the advance starting signal is at “danger”, the starting signal must also be kept at “danger”. If, however, it is necessary for a train to draw forward to the advance starting signal, provided the line is clear to that signal, the starting signal may be placed at “all-right” after the train has been brought quite, or nearly, to a standstill at that signal. If visibility is bad owing to weather or other conditions, a train waiting “line clear” must be kept in sight of the train-control officer.
- (3) *Shunting past starting signals* – (a) Where there is an advance starting signal in addition to a starting signal, and a shunt signal is not provided on the starting signal, the latter signal may be placed at “all-right” for a shunting movement provided the line is clear between the starting and the advance starting signals. (See rule No. 135.)
- (b) When, for shunting or other purposes, a train is required to pass the advance starting signal or, where there is no advance starting signal, the starting signal, when it is at “danger”, the signal must be kept at “danger”. The shunting operation must be controlled by means of a shunt signal [see rule No. 46(1)] or, in the absence of such signal by means of an “all-right” hand-signal at or near the advance starting or the starting signal, as the case may be, or by means of oral instruction given by the train-control officer or other authorised employee.

- (4) *Replacing signal to “danger”* – When a starting signal or an advance starting signal has been placed at “all-right” for a train to proceed to the telegraph station in advance, the lever controlling the signal must be restored to the normal position in the frame immediately after the train complete has passed the signal or the train has come to a standstill.

Observance of starting and advance starting signals

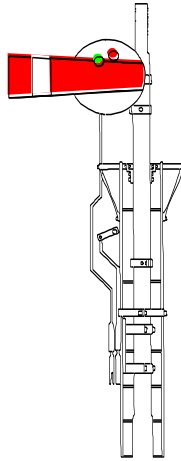
(Applicable to double lines, and to single lines controlled by the non-token system of train control.)

37. (1) *Signal at “all-right”* – When a starting signal or, where provided, an advance starting signal is at “all-right”, it indicates that the line is clear to the first absolute stop signal in advance, except where otherwise laid down in the local appendices.
- (2) *Signal to proceed through block section* – A driver may only proceed into the block section ahead after the starting signal or, where provided, the advance starting signal, for that section has been placed at “all-right”, except as provided in subclause (3) hereof.
- (3) *When signal may be passed at “danger”* – (a) A starting or, where provided, an advance starting signal may be passed at “danger” when –
- (i) it is necessary for shunting purposes, as provided in rule No. 36(3)(b);
 - (ii) it is defective [see rule No. 101(7)];
 - (iii) the line is obstructed [see rule No. 234(1) and (3)];
 - (iv) pilot-working is in operation [see rules Nos. 230 and 235(11)];
 - (v) block instruments and bells fail.
- (b) Except as provided in paragraph (a)(i) and (iv) and paragraph (c) hereof, the starting signal may be passed at “danger” only if an “all-right” hand-signal is displayed at the points in question. Where there are no points the “all-right” hand-signal must be displayed at or near the signal unless oral instructions are given to the driver to pass the signal at “danger”. The hand-signal or oral instruction, as the case may be, must be given by the train-control officer or on his authority by the employee in charge of the movement. Before the responsible employee authorises a driver to pass a starting signal at “danger” he must ensure that the points over which the train has to pass are correctly set.
- (c) When a starting signal or, where provided, an advance starting signal, controls the departure of trains to the telegraph station in advance, and the provision of paragraph (a)(ii), (iii) or (v) hereof are applicable, the train-control officer may stop the train at or near the signal cabin and advise the driver of the circumstances. The driver must thereafter be given written authority to pass the signal at “danger”. For this purpose the train-control officer must keep the distant signal, where provided, at “caution” and display a “danger” hand-signal to the driver.

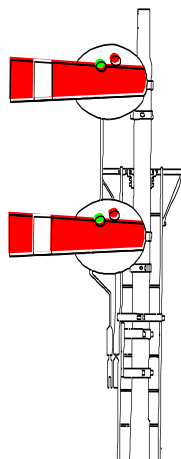
Route signal

(Applicable only to single line token sections.)

38. (1) A route signal has a small semaphore arm mounted on and extending beyond a white disc, thus –

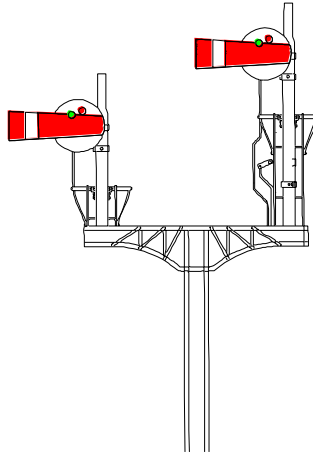


- (2) A route signal at “danger” is an absolute “stop” signal.
- (3) During the day a route signal at “danger” is shown by means of the arm in the horizontal position and at night by means of the lamp which shows a small red light.
- (4) A route signal at “all-right” is shown during the day by means of the arm raised half-way from the horizontal position and at night by means of the lamp which shows a small green light.
- (5) *Junction: Single line off a single line* – (a) At a single line junction two route signals are provided.
- (b) When two route signals are on the same side of a post, thus –



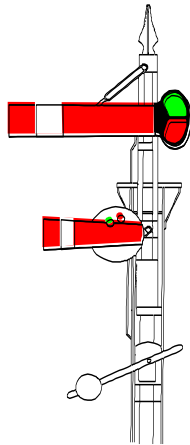
the higher signal relates to the running line with least curvature and the lower signal to the running line on the right or left, as the case may be.

- (c) When two route signals are on separate posts alongside each other, thus –

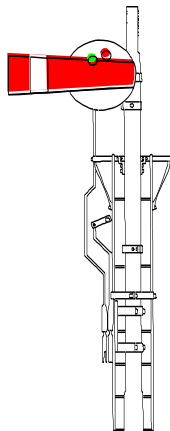


the signals relate to the corresponding lines to the right or left.

- (6) *Junction: Single line off double line* – Where a single line diverges from a double line the route signal for the single line is fixed on the same post as the double line home or starting signal, but is below it, thus –

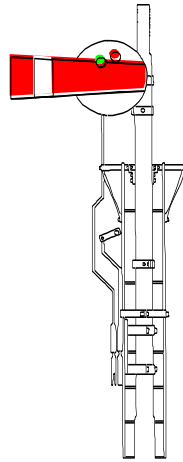


- (7) *Junction: Double line merging into single line* – (a) Where a double line merges into a single line a route signal is used, thus –



- (b) Where a double line merges into a single line, a route signal terminates the double line block section if only a home signal is provided in addition to the route signal.

- (8) *Points facing to outgoing trains at single line stations* – At a single line station, where a siding takes off from a main running line and the siding points are facing to outgoing trains, a route signal is provided, thus –



Operation of route signal

39. (1) *When signal may be placed at “all-right”* – A route signal may be placed at “all-right” to allow a train to proceed into the telegraph section ahead, after the junction points have been correctly set, and the token for the section in question has been obtained. (See rules Nos. 96 and 204.)
- (2) *When signal must be used for shunting purposes* – When, for shunting or other purposes, it is necessary for a train or vehicles to pass a route signal, and a shunt signal is not available, the train-control officer must place that signal at “all-right”. The train-control officer or other authorised employee must also display the prescribed hand-signal or give an oral instruction to the driver. (See rule No. 68.)
- (3) *Replacing signal to “danger”* – When a route signal has been placed at “all-right” for a train to proceed, or for a shunting movement, the lever controlling the signal must be restored to the normal position in the frame immediately after the train complete, or in the case of a shunting movement, the locomotive and/or all the vehicles complete, has/have passed the signal or has/have come to a standstill.

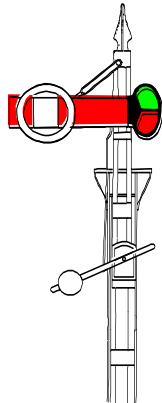
Observance of route signal

40. (1) *Signal at “all-right” for section ahead* – A route signal at “all-right” to allow a train to proceed into the telegraph section ahead indicates that the junction points are correctly set and that the token for the section ahead has been obtained. (See rules Nos. 96 and 204.)
- (2) *Signal at “all-right” for shunting purposes* – When a route signal has been placed at “all-right” for a shunting movement, the driver may only proceed past the signal as far as it is necessary for shunting purposes, provided he also receives the prescribed hand-signal or oral instruction from the train-control officer or other authorised employee. (See rules Nos. 135 and 220.)

- (3) *When signal may be passed at “danger”* – (a) A route signal may be passed at “danger” when –
- (i) a shunt signal on the same post as the route signal is at “all-right” [see rule No. 46(1)];
 - (ii) the route signal is defective [see rule No. 101(7)];
 - (iii) it is necessary for a train or vehicle to proceed on to an obstructed line (see rules Nos. 227, 229 and 233);
 - (iv) the route signal does not relate to the line on which a train or vehicle is required to proceed;
 - (v) pilot-working is in operation (see rule No. 230.)
- (b) Except where there is a shunt signal, [see paragraph (a)(i) hereof], or in the case of pilot-working [see paragraph (a)(v) hereof], a route signal may be passed at “danger” only if an “all-right” hand-signal is displayed at or near the signal. The hand-signal must be given by the train-control officer or, on his authority, by the employee in charge of the movement.

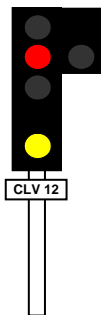
Goods or siding signal

41. (1) (a) A semaphore goods or siding signal has a square-ended arm and is distinguished by means of a ring, thus –



- (b) A semaphore goods or siding signal may be fixed on a post by itself or on the same post as, but below, a home or starting signal.

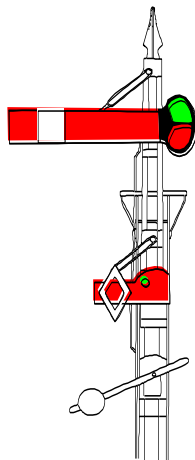
- (2) (a) A colour-light goods or siding signal, where provided, is fixed on the same post as the main colour-light signal, but below it, thus –



- (b) A colour-light goods or siding signal displays only a yellow light which indicates “proceed with caution”. When the signal displays a yellow light, the main colour-light signal is at “danger”.
- (3) (a) A semaphore or colour-light goods or siding signal controlling entrance to two or more sidings which are not track-circuited throughout, may only be operated in terms of rule No. 96(3). Where all the sidings are track-circuited throughout, opposing trains may be admitted simultaneously, each by means of such signal onto an unoccupied line.
- (b) When a driver acts on a goods or siding signal which has been operated for the admittance of his train, the speed of the train may not exceed 15 km/h and he must, in all cases, so control his train that he will be able to stop within the distance he can see ahead.
- (c) A goods or siding signal authorises the driver to proceed only as far as the signal or the clearance mark, as the case may be, at the opposite end of the line onto which the train is being admitted.
- (4) Where a semaphore goods or siding signal controls the movement of a train from a goods siding, it must be operated and observed in accordance with the rules applicable to a starting signal. (See rules Nos. 36, 37 and 96.)

Calling-on signal

42. (1) (a) A semaphore calling-on signal has a small square-ended arm, and is distinguished by a diamond; it is fixed on the same post as the home signal, but below it, thus –



- (b) At night, the “all-right” position of a semaphore calling-on signal is shown by a small green light. When the signal is in the normal position the light from the signal lamp is not visible.

Operation of calling-on signal

43. (1) A semaphore calling-on signal may only be placed at “all-right” when it is necessary to admit a train to a running line which is occupied, or is fouled at its forward end, and the lever controlling the signal may only be operated after the train has been brought to a standstill at the home signal in question, except where instructions to the contrary have been issued by the Chief Executive (Spoornet). (See rule No. 94.)

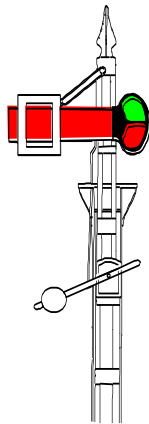
- (2) If the train-control officer wishes to communicate with the driver after placing a semaphore calling-on signal at “all-right”, he must exhibit a “danger” hand-signal at the signal cabin or, where this is not practicable, the train-control officer must arrange for his instructions to be transmitted orally.

Observance of calling-on signal

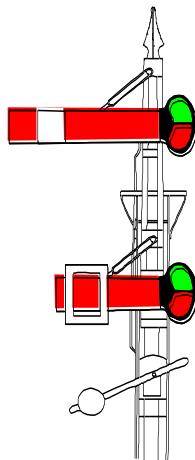
44. Before acting on a semaphore calling-on signal in the “all-right” position, a driver must, except where instructions to the contrary have been issued by the Chief Executive (Spoornet), bring his train to a standstill at such signal, and thereafter pass the home signal in question at “danger”, and proceed slowly forward as far as the line is clear. He must be ready to stop short of any obstruction and to comply with a “danger” hand-signal should such signal be displayed.

Semaphore and position-light shunt signals

45. (1) *Semaphore shunt signal* – (a) A semaphore shunt signal has a small square-ended arm and is distinguished by a rectangular frame, thus –



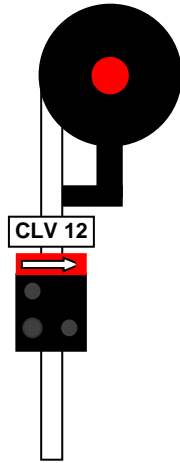
- (b) A semaphore shunt signal may be fixed on a post by itself or on the same post as a starting, advance starting or route signal. Where a semaphore shunt signal is fixed on the same post as another signal, it is the lower one, thus –



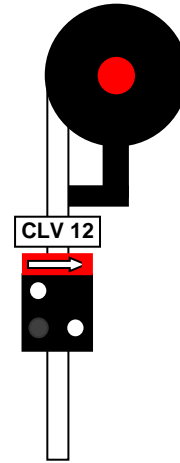
- (c) When a semaphore shunt signal is at “danger”, at night, the signal lamp shows a small red light, and when at “all-right” the signal lamp shows a small green light.

(2) *Position-light shunt signal* – (a) Position-light shunt signals are used, where necessary, in conjunction with colour-light signals and each position-light shunt signal has a distinctive number and code letter. The shunt signals may be of the one-position or two-position light type [See rule No. 46(2)].

(b) A one-position light shunt signal is fixed below or adjacent to a main colour-light signal and display only the “caution” position. The “caution” position is indicated by two white lights at an angle of 45 degrees, thus –

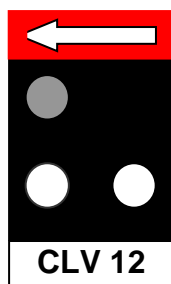


NO LIGHT DISPLAYED
DANGER – STOP

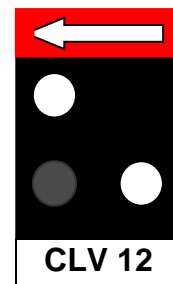


WHITE LIGHTS DISPLAYED
PROCEED WITH CAUTION
AS FAR AS LINE IS CLEAR
OR TO THE NEXT STOP
SIGNAL OR SHUNTING LIMIT

(c) A two-position light shunt signal may be fixed near ground level or on a post by itself and displays the “danger” signal by means of two white lights in the horizontal position, or the “caution” signal by means of two white lights at an angle of 45 degrees, thus –



DANGER
STOP



PROCEED WITH CAUTION
AS FAR AS LINE IS
CLEAR OR TO THE NEXT
STOP SIGNAL OR
SHUNTING LIMIT

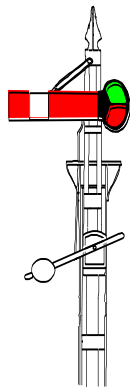
Operation and observance of semaphore and position-light shunt signals

46. (1) *Semaphore shunt signal – (a) Operation* – A semaphore shunt signal may be placed at “all-right” to allow a train or vehicle to pass it for shunting purposes only, provided the train-control officer is satisfied the line is clear as far as is required for the movement to be performed.
- (b) *Observance* – (i) When a semaphore shunt signal is at “all-right” it authorises a driver to pass it for shunting purposes and to proceed with caution as far as the line is clear, but not further than the next stop signal or shunting limit.
- (ii) When a semaphore shunt signal, where fixed on the same post as a starting or advance starting signal, is at “all-right”, the driver must not proceed through the block section ahead. (See rule No. 135.)
- (2) *Position-light shunt signal – (a) Operation* – Except as provided in paragraph (d) hereof, a position-light shunt signal may be placed at “caution” to allow a train or vehicles to pass it for shunting purposes only, provided the train-control officer is satisfied the line is clear as far as is required for the shunting movement to be performed.
- (b) *Observance – One-position light shunt signal – (i) No light displayed* – The “danger” position is not displayed in the one-position light shunt signal as the “red” aspect of the main signal is exhibited and indicates “danger-stop”.
- (ii) *Two white lights displayed at an angle of 45 degrees* – Where two white lights at an angle of 45 degrees are displayed below a running line signal, this indicates “proceed with caution” for shunting purposes as far as the line is clear, but not further than the next stop signal or shunting limit. (See rule No. 135.)
- (c) *Observance – Two-position light shunt signal – (i) Where two white lights are displayed in the horizontal position or no light is displayed in a two-position light shunt signal, this indicates “danger – stop”.*
- (ii) Where two white lights are displayed at an angle of 45 degrees in a two-position light shunt signal, this indicates “proceed with caution” for shunting purposes as far as the line is clear, but not further than the next stop signal or shunting limit. (See rule No. 135.)
- (d) *Control over train movements by means of position-light shunt signals – (i) A one-position light shunt signal may be placed at “caution” as authority for a train to pass the colour-light signal, on the same post as the one-position light shunt signal, if the colour-light signal is defective or the line onto which the train has to be admitted is occupied or is obstructed at the forward end.*
- (ii) Before acting on a one-position light shunt signal, a driver of a train must, except where instructions to the contrary have been issued by the Chief Executive (Spoornet), bring his train to a standstill at such signal and thereafter pass the main colour-light signal, on the same post as the one-position light shunt signal, at “danger” but only if the one-position light shunt signal has been placed at “caution”. A driver must be ready to stop short of any obstruction and to comply promptly with a “danger” hand-signal should such signal be displayed. [See rule No. 94(1)].

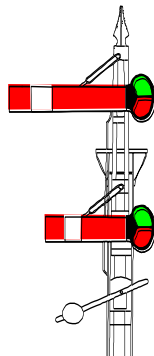
- (iii) Should the train-control officer wish to communicate with the driver after placing a one-position light shunt signal at “caution”, he must exhibit a “danger” hand-signal at the signal cabin or, if not practicable, the train-control officer must arrange for his instructions to be transmitted orally.
 - (iv) Where a main colour-light signal is at “proceed” and the driver of a train has to pass an intermediate two-position light shunt signal, two vertical white lights are displayed in the two-position light shunt signal as an indication that the driver may pass the two-position light shunt signal without receiving a hand-signal or oral instruction. (See rule No. 135.)
 - (v) A two-position light shunt signal may be placed at “caution” for the admittance of a train proceeding in the “wrong” direction over a section where pilot-working is in force. [See rule No. 235(10)(b) and (11)(c)(ii).]
- (e) *Signal at “danger”* – A semaphore shunt signal or two-position light shunt signal may be passed at “danger” only when an oral instruction has been given to the driver by the train-control officer or on his authority by the employee in charge of the movement. The train-control officer or authorised employee, as the case may be, must ensure that the points are correctly set and that everything is in order before he gives an oral instruction permitting a movement over the points in question.

Dead-end signal

47. (1) A dead-end signal has a square-ended arm similar to a home signal or a starting signal, but smaller, thus –



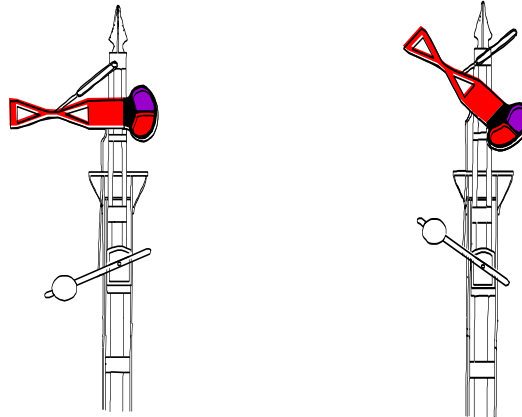
- (2) A dead-end signal may be fixed either on a separate post or on the same post as an intermediate home signal, a home signal, or a starting signal. When a dead-end signal is fixed on the same post as an intermediate home signal, a home signal, or a starting signal, it is the lower one, thus –



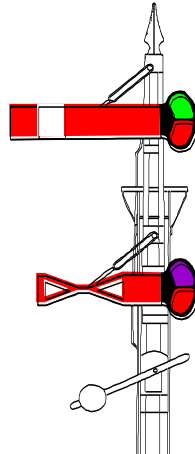
- (3) When a dead-end signal is at “danger” at night, the signal lamp shows a small red light, and when at “all-right” the signal lamp shows a small green light.
- (4) A dead-end home signal controls the movement of a train into a dead-end and it must be operated and observed in accordance with the rules applicable to a home signal. [See rules Nos. 27, 28 and 94(3).]

Wrong-road signal

- 48. (1) A wrong-road signal has an arm of the skeleton type, thus –



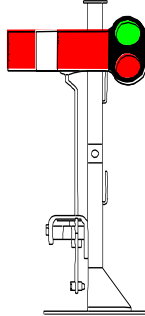
- (2) A wrong-road signal is fixed either on a separate post or on the same post as a home signal. In the latter case the wrong-road signal is the lower arm, thus –



- (3) When the wrong-road signal is at “danger” at night, the signal lamp shows a small red light, and when at “all-right” the signal lamp shows a small purple light.
- (4) Where a wrong-road signal is used for controlling shunting movements only, it is distinguished by means of a rectangular frame fixed to the arm.
- (5) The wrong-road signal is used for controlling train or shunting movements to or on a “wrong” road, and it must be operated and observed in accordance with the rules applicable to a home or shunt signal, as the case may be. (See rules Nos. 27, 28 and 46.)

Dwarf semaphore signal

49. (1) *Description* – A dwarf semaphore signal has a square-ended miniature arm fixed on a short post, thus –



- (2) During the day the “danger” position of a dwarf semaphore signal is shown by means of the arm in the horizontal position and, at night, by means of the signal lamp showing a small red light.
- (3) During the day the “all-right” position of a dwarf semaphore signal is shown by means of the arm raised half-way from the horizontal position and, at night, by means of the signal lamp showing a small green light.
- (4) A dwarf semaphore signal at “danger” is an absolute “stop” signal.

Operation and observance of dwarf semaphore signal

50. (1) *Operation* – (a) A dwarf semaphore signal may be placed at “all-right” to control train or shunting movements in sidings, from sidings to running lines, from running lines to sidings, or from one running line to another or on running lines. (See rule No. 96.)
- (b) Where specially provided in the General Appendix (Part I) or local appendices, a dwarf semaphore signal may be used to control a train movement to the section entry signal where non-token working is in operation.
- (2) *Observance* – (a) *Train movements* – The placing of a dwarf semaphore signal at “all-right” indicates that the points in question are correctly set, and authorises a driver to pass that signal.
- (b) *Shunting movements* – The placing of a dwarf semaphore signal at “all-right” for shunting purposes, authorises a driver to proceed only as far as is necessary. He must move forward slowly and be ready to stop short of any obstruction. (See rules Nos. 96 and 135.)
- (3) *Signal at “danger”* – A driver may only pass a dwarf semaphore signal at “danger” after he has been orally advised of the circumstances necessitating this course and an “all-right” hand-signal is displayed at or near the signal, or oral instructions to pass the signal at “danger” are given. The hand-signal or oral instructions, as the case may be, must be given by the train-control officer or, on his authority, by the employee in charge of the movement, and this employee must satisfy himself that the points have been correctly set before allowing the movement to be made over them. (See rule No. 132.)

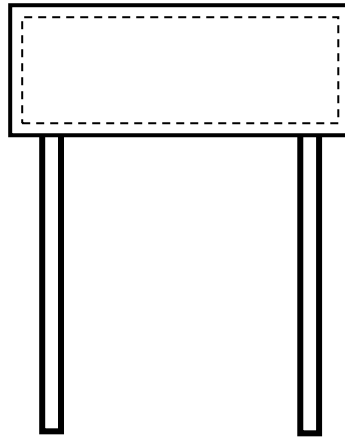
Semaphore and colour-light repeat signals

51. (1) *Semaphore repeat signals* – Miniature arms and lights may be used to repeat ordinary semaphore signals where the view of the latter signals is restricted. The repeat signals work in conjunction with and repeat the signals shown by the ordinary semaphore arms.
- (2) *Colour-light repeat signals* – Colour-light signals may be used as repeat signals where the view of the main colour-light signals is restricted. Colour-light repeat signals are distinguished by an illuminated letter X fixed adjacent to or below the repeat aspect. (See rule No. 22.)

Warning boards

(Applicable to single lines only.)

52. (1) *Description* – (a) A warning board is a rectangular white board, the back of which is black, with a border of white reflective paint on the front. The warning board is fixed on two standards, thus –

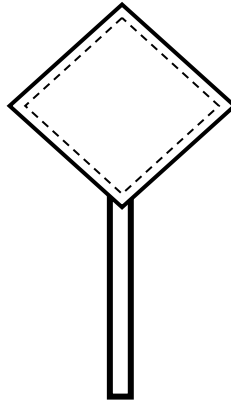


- (b) A warning board is placed at a distance of not less than 800 metres from the outermost set of facing points or, where there are no facing points, not less than 800 metres from the centre of a halt or token station.
- (c) Where specially provided in local appendices, warning boards are erected at a distance of not less than 800 metres from the outermost controlled signal, which is usually an intermediate home signal.
- (2) *Protection* – A warning board on a single line only affords protection in rear to a train, vehicle or locomotive when the train, vehicle or locomotive is 200 metres or more inside such warning board. [See rule No. 220 and clause 11006.0, Section 11 of the General Appendix (Part I).] The distance of 200 metres inside a warning board is indicated by a white washed or painted white sleeper, erected upright on the edge of the formation, approximately 1 metre above formation level on the same side of the line as the warning board, where possible.
- (3) *Observance* – When a driver is approaching a warning board on a single line, he must have his train sufficiently under control to be able to stop short of a train, vehicle or locomotive which obstructs the line inside the area protected by means of that warning board.

Watering boards

(Applicable to single lines only.)

53. (1) *Description* – (a) A watering board is a square white board, the back of which is black, with a border of white reflective paint on the front. The watering board is fixed on a post, thus –



- (b) A watering board, where provided, is fixed at a distance of not less than 800 metres on each side of a water tank or column.
- (2) *Protection* – A watering board on a single line only affords protection in rear to a train, vehicle or locomotive when the train, vehicle or locomotive is 200 metres or more inside such watering board. [See clause 11006.0, Section 11 of the General Appendix (Part I).] The distance of 200 metres inside a watering board is indicated by a white washed or painted white sleeper, erected upright on the edge of the formation, approximately 1 metre above formation level on the same side of the line as the watering board, where possible.
- (3) *Observance* – When a driver is approaching a watering board on a single line, he must have his train sufficiently under control to be able to stop short of a train or vehicle which obstructs the line inside the area protected by means of that watering board. [See clause 11006.0, Section 11 of the General Appendix (Part I).]

OPERATION AND OBSERVANCE OF FIXED INDICATORS

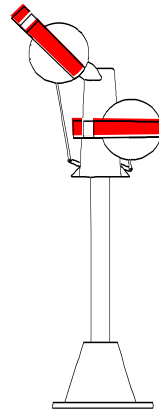
Fixed indicators

54. Fixed indicators comprise two-way points indicators, one-way points indicators and ground indicators.

Two-way points indicator

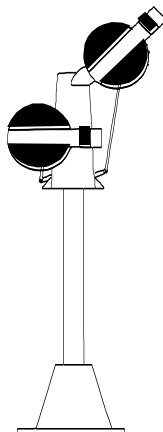
(Applicable to single lines only.)

55. (1) *Description* – (a) A two-way points indicator has two disc-arms. Each arm is painted red on a white disc and both disc-arms are mounted on the same post, thus –



This description applies to the two-way points indicator as viewed by the driver of an approaching train.

- (b) The reverse of the two-way points indicator shows white arms on black discs, thus –

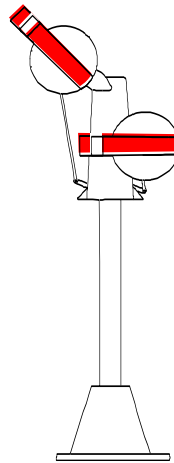


- (c) The higher disc-arm relates to the main or through line, and the lower disc-arm to the loop line. When at “danger” the disc-arm is in the horizontal position, and when at “all-right” the disc-arm is raised halfway from the horizontal position.
- (2) *Location and position of indicator* – (a) A two-way points indicator, where provided, is placed at the facing points at each end of an interloop and where specially provided in local appendices at the facing points of an unattended junction.

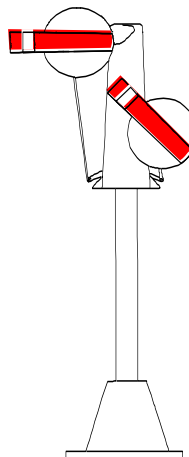
- (b) A two-way points indicator is worked by means of the points hand-lever adjacent to the points to which the indicator relates.
- (c) The normal position of a two-way points indicator is with the higher disc-arm at “all-right” and the lower disc-arm at “danger” as set forth in subclause (1)(a) hereof.

(3) *Purpose of indicator* – A two-way points indicator is used to indicate the position of the points as follows:

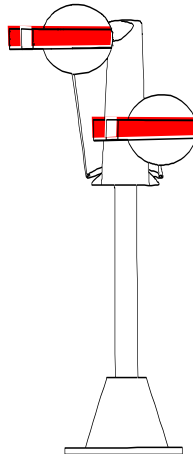
- (a) When the points are set for the main line, the main line disc-arm is at “all-right”, and the loop line disc-arm is at “danger”, thus –



- (b) When the points are set for the loop line, the loop line disc-arm is at “all-right”, and the main line disc-arm is at “danger”, thus –



- (c) If the points are not properly closed, the main line and the loop line disc-arms are in the horizontal or “danger” position, thus –



Operation of two-way points indicator

56. (1) *Points and indicator must be correctly set* – When it is necessary for an employee to operate a set of points fitted with a two-way points indicator, he must satisfy himself that the points are correctly set for the main line or loop line, as the case may be, and that the disc-arms are in the proper positions.
- (2) *When hand-signal must be displayed* – When trains are arranged to cross or pass each other at an interloop, the employee whose duty it is to admit an opposing or passing train, must first satisfy himself that the points are correctly set for the line onto which such train is to be admitted. He must thereafter give the driver the “all-right” hand-signal to pass the two-way points indicator.
- (3) *Points and indicator must be left in normal position* – Employees responsible for the operation of points must, before departing from an interloop or unattended junction, ensure that the points are correctly set and locked in their normal position, and that the main line disc-arm is at “all-right”. (See rules Nos. 214 and 215.)

Observance of two-way points indicator

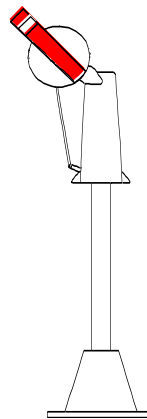
57. (1) *When a train runs through an interloop* – When the main line disc-arm of a two-way points indicator is at “all-right” a driver may proceed past the indicator without obtaining a hand-signal, provided he is not required to pass or cross another train. (See rules Nos. 214 and 215.)
- (2) *When first train is for main line* – When the driver of a train, which has to cross or be passed by another train at an interloop, is the first to arrive and his train has the right to occupy the main line, he may draw past a two-way points indicator in the normal position without obtaining a hand-signal. [See rule No. 215(2).]

- (3) *When first train is for loop line* – When the driver of a train, which has to cross or be passed by another train at an interloop, is the first to arrive and requires to enter the loop line, he must not pass a two-way points indicator until the points have been correctly set and the indicator for the loop line is at “all-right”. [See rule No. 215(3).]
- (4) *When hand-signal must be displayed* – When trains are arranged to cross or pass each other at an interloop, the driver of a train, which is not first to arrive, may only pass a two-way points indicator after he has received the “all-right” hand-signal from the employee whose duty it is to operate the points and display such hand-signal. [See rule No. 215(4).]
- (5) *When points or indicator defective* – In the event of a driver finding both disc-arms of a two-way points indicator at “danger”, he must bring his train to a standstill before reaching the points. He must not pass over the points until they have been placed in a safe condition for his train to proceed over them. (See rule No. 201.)

One-way points indicator

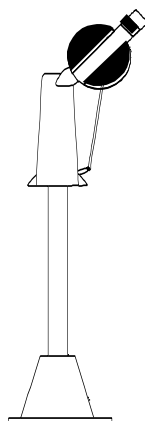
(Applicable to single lines only.)

- 58. (1) *Description* – (a) A one-way points indicator has one disc-arm. The arm is painted red on a white disc and is mounted on a post, thus –

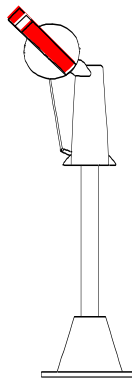


This description relates to the one-way points indicator as viewed by the driver of an approaching train.

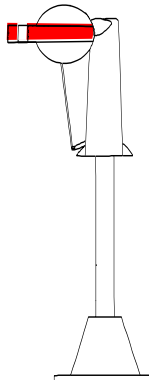
- (b) The reverse of a one-way points indicator shows a white arm on a black disc, thus –



- (c) The disc-arm relates to the main or through line. When at “danger”, the disc-arm is in the horizontal position, and at “all-right”, the disc-arm is raised half-way from the horizontal position.
- (2) *Position of indicator* – (a) A one-way points indicator, where provided, is placed at the facing points of an inter-siding.
 - (b) A one-way points indicator is worked by the points hand-lever adjacent to the points to which the indicator relates.
 - (c) The normal position of a one-way points indicator is shown when the disc-arm is at “all-right” as set forth in subclause (1)(a) hereof.
- (3) *Purpose of indicator* – A one-way points indicator is used for the purpose of indicating the position of the points as follows:
 - (a) When the points are set for the main line, the disc-arm is at “all-right”, thus –



- (b) When the points are set for the inter-siding, the disc-arm is at “danger”, thus –



- (c) If the points are not properly closed for the main line, the disc-arm is in the horizontal or “danger” position. [See illustration under paragraph (b) hereof.]

Operation of one-way points indicator

- 59. (1) *Points and indicator must be correctly set* – When it is necessary for an employee to operate points fitted with a one-way points indicator, he must, before displaying an “all-right” hand-signal for a driver to pass the one-way points indicator, satisfy himself that the points are correctly set for the main line or siding, as the case may be, and that the disc-arm is in the proper position.

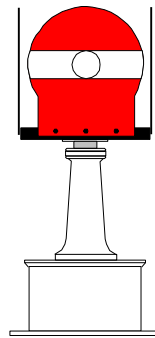
- (2) *Points and indicator must be left in normal position* – When shunting operations have been completed, the employee responsible for operating the points at an inter-siding must, before departing, see that the points are correctly set and locked in the normal position and that the disc-arm is at “all-right”. (See rule No. 218.)

Observance of one-way points indicator

60. (1) *Trains running past inter-sidings* – When the disc-arm of a one-way points indicator is at “all-right”, a driver may proceed past the indicator without obtaining a hand-signal, provided he is not required to shunt at the inter-siding.
- (2) *When hand-signal must be displayed* – When a train is arranged to shunt at an inter-siding, a driver may only pass a one-way points indicator after he obtains the prescribed hand-signal from the employee whose duty it is to operate the points and display such hand-signal. (See rule No. 68.)
- (3) *When points or indicator defective* – In the event of a driver finding the disc-arm of a one-way points indicator at “danger”, he must bring his train to a standstill before reaching the points. He must not pass over the points until they have been placed in a safe condition for his train to proceed over them. (See rule No. 201.)

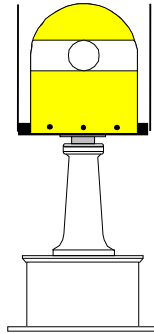
Ground indicators for points or derailleurs

61. (1) *Description* – (a) A ground indicator has two discs mounted on short post. One disc is painted red with a white horizontal bar to indicate “danger” and the other is painted yellow with a white horizontal bar to indicate “caution”. Only one disc will be displayed at a time.
- (b) During the day the “danger” position of a ground indicator is shown by a red disc, thus –



and, at night, by the lamp of the indicator showing a red light. The back light of the lamp will show a small white light.

- (c) During the day the “caution” position of a ground indicator is shown by a yellow disc, thus –



and, at night, by the lamp of the indicator showing a yellow light. A back light is not displayed.

- (2) *Position and purpose of indicator* – (a) A ground indicator is placed alongside and coupled direct to the points or derailer to which it relates.
- (b) The normal position of a ground indicator is at “danger”.
- (c) Ground indicators are provided for the purpose of locating and indicating the position of points or derailleurs.
- (3) *Operation* – After a ground indicator has been placed at “caution” for a train movement, an “all-right” hand-signal must also be displayed or oral instruction given or, in the case of a shunting movement the prescribed hand-signal or oral instruction must also be given by the employee in charge of the movement. (See rule No. 68.)
- (4) *Observance* – A driver must not pass a ground indicator at “caution” until he has obtained the prescribed hand-signal or oral instruction from the employee in charge of the movement. (See rules Nos. 67 and 68.)

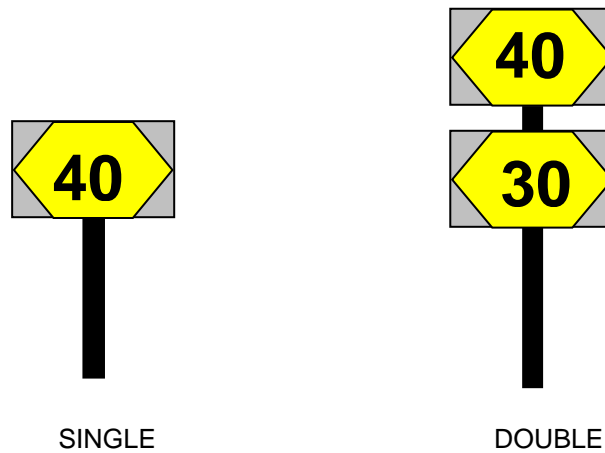
Clearance mark

62. A clearance mark indicates the spot nearest to the points and crossings at which a locomotive or vehicle may stand on the one line without fouling a locomotive or vehicles passing along the other converging line. (See rules Nos. 173, 209(2), 215 and 217.)

63. **VOID**

Permanent speed-restriction boards

64. (1) A permanent speed-restriction board is fixed to a post, thus –



- (2) The fronts of the boards are painted reflective yellow and indicate in black figures the maximum speed in kilometres per hour that is permissible over a particular portion of the line. [See subclause 1009.2, Section 1 of the General Appendix (Part I).]
- (3) On a bi-directional running line a speed restriction board is placed 30 metres at each end from the place from where the speed restriction begins on the right-hand side of the line, as seen from an approaching train. The reverse side of the board is painted reflective white and indicates the end of the speed restriction from the opposite direction.
- (4) On a unidirectional running line a speed-restriction board is placed 30 metres from where the speed restriction starts on the right-hand side of the line, as seen from an approaching train. At the end of the speed restriction a similar speed-derestriction board is erected, of which the front, as seen from an approaching train, is painted reflective white. The reverse side of the speed-restriction board and the speed-derestriction board is painted black.
- (5) Where it is necessary that the speed of trains through a station or yard, or over a considerable distance of the section should be restricted, a rectangular notice board, that indicates or describes to what extend the restriction applies, is positioned adjacent to the speed restriction board.
- (6) Where points are situated on curves and a speed-restriction board is necessary, or where split-angle points or unequal split-angle points are situated in the running line, double speed-restriction boards on the same post, 30 metres from the points, are erected. The upper board indicates the maximum permissible speed over the through line.

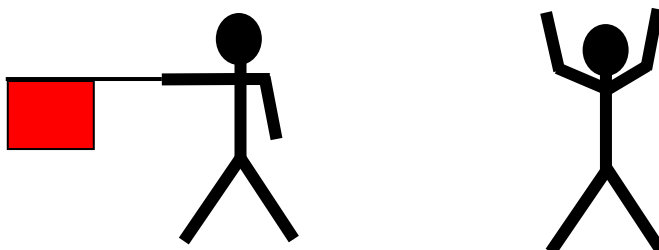
Hand-signals

65. (1) *Hand-signals for train and shunting movements* – (a) *Train movements* – Except as provided in rule No. 67(2), hand-signals for train movements during the day must be given by means of coloured flags and at night, and when necessary in foggy weather, by means of a hand-lamp held in the hand.
- (b) *Shunting movements* – During the day, hand-signals for shunting movements must be given by means of an arm or arms, as the case may be, and at night, and when necessary in foggy weather, by means of a hand-lamp held in the hand.

- (2) Flags which are used for train movements must be properly fixed to wooden handles.
- (3) Hand-signals must be given in such a manner that they can be clearly seen and readily understood.

“Danger” hand-signal

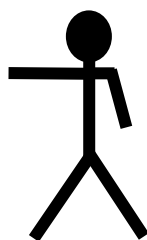
66. A red flag during the day or, if a red flag is not available, both arms extended above the shoulders, thus –



is a “danger” hand-signal and means “stop”. A red light at night or, if a red light is not available, any light waved violently, is a “danger” hand-signal and means “stop”.

“All-right” hand-signal

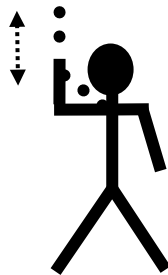
67. (1) An “all-right” hand-signal for a train movement is given by means of a green flag during the day and, at night, by a green light held steadily in the hand.
- (2) An “all-right” hand-signal during the day may be given by a platelayer by means of an arm held in the horizontal position, thus –



Hand-signals for shunting movements

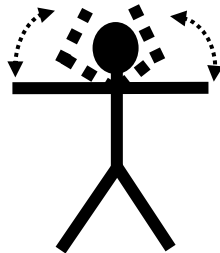
68. (1) *“Move forward” hand-signal* – The signal “move forward”, i.e. to move away from the employee displaying the signal, is given during the day by means of an arm held in the horizontal position, and at night by means of a white light waved up and down.
- (2) *“Move back” hand-signal* – The signal “move back”, i.e. to move towards the employee displaying the signal, is given during the day by waving an arm from side to side across the body. At night the signal is given by means of a white light waved from side to side across the body.

- (3) *“Move forward slowly” hand-signal* – During the day the signal to “move forward slowly” is given by first displaying the “move forward” hand-signal, followed by an arm moved down and up from the horizontal position. At night the signal is given by means of a green light waved up and down.
- (4) *“Move back slowly” hand-signal* – During the day the signal to “move back slowly” is given by first displaying the “move back” hand-signal, followed by an arm moved down and up from the horizontal position. At night the signal is given by means of a green light waved from side to side across the body.
- (5) *“Destroy vacuum” hand-signal* – During the day the “destroy vacuum” signal, i.e. to indicate to the driver to destroy vacuum, is given by one arm bent with hand closed, moved up and down, thus –



At night, the “destroy vacuum” signal is given by a red light held above the shoulder and moved from side to side by the action of the wrist.

- (6) *“Coupling” hand-signal* – The “coupling” signal, i.e. to indicate to the driver to move back cautiously to couple or uncouple vehicles, is given during the day by both arms moved frequently from the horizontal position to and from each other above the head, thus –



At night the “coupling” signal is given by a green light held at arm's length down the side of the body and moved from side to side by the action of the wrist.

- (7) *“Operate points” hand-signal* – The signal “operate points”, i.e. to indicate to the train-control officer which interlocked points are required to be operated, is given during the day by an arm, and at night by a red light, waved slowly across the points. (See rule No. 132.)

- (8) *“Shunting movement completed” hand-signal* – The signal “shunting movement completed”, i.e. to indicate to a train-control officer that the shunting movement has been completed and that the locomotive and/or vehicles are within the clearance marks, must be given during the day by means of an arm held in the horizontal position, and at night by means of a white light held steadily above the head. (See rule No. 132.)
- (9) *“Kick-off” hand-signal* – The “kick-off” signal, i.e. to authorise a driver to kick off vehicles, is given during the day by means of the upper arm held at shoulder level, parallel with the ground, with the fore-arm vertically upwards, followed by the fore-arm and closed fist moved briskly to and from the head. At night the signal is given by means of a white light moved in slow regular motion in a circle at about elbow-height by action of the fore-arm and wrist.

Hand-signals for train movements

69. (1) *“Train may depart” hand-signal to driver* – To authorise a driver to start a train the train-control officer or other authorised employee must display to the driver a white flag during the day, and during the night, a white light held steadily above the head. (See rule No. 192.)
- (2) *“Through” hand-signal* – To indicate to the driver of a non-stopping train or to the driver of a train booked to stop conditionally at a station that he may run through, the train-control officer must display a green flag during the day and at night a green light, waved slowly. (See rules Nos. 114 and 196.)
- (3) *“Caution” hand-signal (yellow)* – To authorise a driver to pass a controlled colour-light signal at “danger”, a yellow flag during the day, and at night a yellow light, must be held steadily in the hand. (See rule No. 24.)
- (4) *Train despatcher’s “right-away” hand-signal* – To indicate to a driver that the train may depart, the train despatcher must display a green flag during the day, and at night a green light, waved slowly from side to side above the head. (See rule No. 192.)
- (5) *“Clearance mark” hand-signal* – To indicate to a train-control officer that the front of the train is within the clearance mark, the driver must hold an arm in the horizontal position during the day. At night he must move a white light from side to side above the head and thereafter hold it steady. (See rule No. 209.)
- (6) *“Train foul of clearance mark” hand-signal* – To indicate to a train-control officer that the front of the train is not within the clearance mark, the driver must display a red flag during the day, and at night a red light, held above the head. (See rule No. 209.)

70. VOID

Hand-lamps and flags to be kept in good order

71. (1) Hand-lamps and flags must be kept in good order by the employee to whom they are supplied, and officials in charge must satisfy themselves that this rule is complied with.
- (2) Defective hand-lamps or faded flags must be promptly replaced.

72. VOID

73. VOID

74. VOID

Fog signalling

75. *Special instructions applicable* – When, owing to fog or other weather conditions, fixed signals cannot be clearly seen at a distance of at least 150 metres, the instructions relative to fog signalling as laid down in the local appendices must be complied with. [See also rules Nos. 80 and 87(1).]

TRAIN INDICATORS

Headlight and sidelights

76. (1) *Headlight* – At night, on a running line, every locomotive, or the leading locomotive when two or more locomotives are coupled, and every rail motor, must have a headlamp showing a white light.
- (2) *Sidelights* – Except where otherwise provided for in the General Appendix (Part I), the local appendix or other applicable instructions, every train composed of one or more vehicles, whilst on a running line at night, must have on each side of the last vehicle, or the last but one, a lamp showing a red light clearly visible from the rear of the train and a white light showing towards the locomotive.
- (3) *Shunting locomotive lights* – At night, a locomotive when employed exclusively in shunting operations must, in addition to a headlight, have a red light at each end.

Markers

77. (1) *On trains* – Every train on a running line must carry a marker properly affixed on the rear end of the last vehicle.
- (2) *On locomotives* – A light locomotive, or the rear locomotive when two or more are coupled without vehicles, or a locomotive assisting in the rear of a train, must have a marker properly affixed on the rear end.

Care of train indicators

78. Drivers' assistants must see that the lamps and markers for which they are responsible, are kept in good order and that the lamps, when it is necessary for them to be used, are lighted and kept properly burning.

PART III

WORKING OF POINTS AND SIGNALS

POINTS, SIGNALS, AND OTHER APPARATUS TO BE EXAMINED AND TESTED – WORKING OF INTERLOCKED POINTS, HAND-OPERATED POINTS, AND DERAILERS – SIGNALS, POINTS, AND TRAIN-CONTROL INSTRUMENTS TO BE OPERATED ONLY BY AUTHORISED EMPLOYEES – LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS – CLOSING OF INTERLOCKED AND NON-INTERLOCKED STATIONS – RE-OPENING OF STATIONS AND SIGNAL CABINS – SIGNALS TO BE AT “DANGER” DURING ABSENCE OF TRAIN-CONTROL OFFICER – ADMITTING TRAINS TO OCCUPIED LINES – CONTROL OF TRAINS TO AND FROM SIDINGS – TRAIN-CONTROL OFFICERS TO KNOW HOW TRAINS ARE RUNNING – TRAIN REGISTER, HOW TO BE KEPT – DETENTION OF TRAINS AT SIGNALS – REPAIRS TO DEFECTIVE SIGNALS, POINTS' GEAR, AND OTHER INTER-LOCKING APPARATUS AT STATIONS AND LEVEL-CROSSINGS – AUTHORITY FOR DRIVER TO PASS DEFECTIVE SIGNAL – NEW OR ALTERED SIGNALS AND POINTS INDICATORS.

Points, signals, and other signalling apparatus to be examined

79. (1) *Train-control officers must test signalling apparatus* – Except as otherwise provided for in the local appendices a train-control officer, during his period of duty, must test each set of points, each signal, and interlocking apparatus which have not been used in the ordinary course of his duty, to satisfy himself that they are in normal working order. If there is a defect in the working of any points, signal, or interlocking apparatus, he must immediately report it. [See rules Nos. 100 and 101 and clauses 8001.0 to 8012.0, Section 8 of the General Appendix (Part I).]
- (2) *Damage to points, crossings and rails to be reported* – When an employee finds points, crossings or rails to be damaged, the fact must be reported immediately to the official in charge. This official must advise the track master and, if necessary, the signal maintenance official, and, meantime, take precautions to ensure the safety of train and shunting movements.

Train-control officer to watch signals when operated

80. A train-control officer when operating a signal lever must, during the day, observe the signal arm and, at night, the front or back light, as the case may be, or, where provided, the signal repeater, to ascertain whether the signal arm has correctly obeyed the signal lever movement. Where a signal cannot be seen from the lever frame and a repeater is not provided the train-control officer must, immediately after operating the signal lever, give effect to the foregoing provisions by moving to a position where he can see the signal. (See rule No. 87.)

Signal to be given when line is clear

81. Before operating a fixed signal or before displaying an “all-right” or “caution” hand-signal for a train or shunting movement, the train-control officer must satisfy himself, as far as possible, that the line on which such movement is to take place is clear.

Signals at “danger” when lines obstructed

82. In the case of an obstruction upon any line, the train-control officer must place or keep the necessary fixed signals at “danger” until the line is clear.

Working of interlocked points, derailleurs and facing point locks

83. When operating points and/or derailleurs or facing point locks from a lever frame, the train-control officer must see that the travel of the lever has been completed, and that the catch handle is firmly in the notch. He must also, as far as he can tell from the working of the lever, satisfy himself that the points and/or derailleurs or facing point locks have correctly obeyed the lever movement. To ensure that the points and/or derailleurs or facing point locks have responded to the travel of the lever, the train-control officer must pull the catch handle to release the lever and see that it does not fly back. Thereafter the catch handle must again be firmly placed in the notch. After the lever has been correctly set it must not be moved until the whole train or shunting movement has passed the points and/or derailleurs.

Working of hand-operated facing points

84. The employee responsible for operating facing points not connected to a lever frame, must see that the switch blade is close against the stock rail and that the points are securely locked or held in the correct position during the passage of a train.

Working of derailleurs

85. Where a derailer is installed, the employee required to operate it for a train or shunting movement must see that it is correctly set before authorising the movement. As soon as the movement has been completed the derailer must be restored to its normal position.

Signals, points, and train-control instruments to be operated only by authorised employees

86. (1) Signals, points, and train control instruments may be operated only by the authorised employee on duty. (See rule No. 11).
- (2) The train-control officer on duty at a station is the only employee authorised to permit trains to approach, enter or leave that station.
- (3) Before actually taking over duty, or after handing over duty, a train-control officer must not operate or interfere with train control instruments, points or signals, or with train arrangements.

Lighting and extinguishing signal lamps

87. (1) The lighting of signal lamps must be completed before sunset. Signal lamps must also be kept alight during the prevalence of fog.
- (2) Where there are two or more semaphore signals on the same post, or alongside each other, the lamps of all the signals must be lighted at night unless instructions to the contrary are issued by the Chief Executive (Spoornet).

- (3) At stations or signal cabins, where a train-control officer is on duty all night, the signal lights must be extinguished as soon as practicable after sunrise, except as provided in subclause (1) hereof, rule No. 15(2) and the local appendices.
- (4) Where it is not necessary for a train-control officer to be on duty all night the signal lights must be extinguished before he goes off duty.

Closing of interlocked stations*

88. (1) *Train-control officers' duties before closing stations* – (a) Excepting as provided in paragraphs (b) and (c) hereof, on double and single lines, the train-control officer at an interlocked station which is to be closed during certain hours must, before going off duty, set the points in the normal position and place the main line up and down signals at “all-right”. If the station is to be closed during the night, the train-control officer must see that the signal lights are extinguished.
- (b) Subject to the authority of the Chief Executive (Spoornet) having first been obtained, the signals at an interlocked station may be left at “danger” and the signal lights left burning at night, when the station is to be closed for a short period only, provided that no train will pass through the station during the closed period.
 - (c) If a signal of the closed station is on the same post as the signal of the adjoining station that is open, the lamp of the signal applicable to the closed station must be lighted in terms of rule No. 87(2).
 - (d) On double lines, during the period a signal cabin is closed, as provided in paragraph (a) hereof, the semaphore signals in the “all-right” position are to be regarded as non-existent and must not be acted upon.
- (2) *Semaphore signals not to be acted upon* – On a single line, during the period an interlocked station is closed, as provided in subclause (1) hereof, it becomes a token station or halt. During the closed period, the semaphore signals in the “all-right” position are to be regarded as non-existent and must not be acted upon. Where warning boards are not provided, a train brought to a stand must be protected in rear as laid down in subclause 11007.4, Section 11 of the General Appendix (Part I), unless –
- (a) the driver of the train is in possession of a “non-follow” token;
 - (b) in the case of telegraph order working, trains are worked on the “non-follow” principle.
- (3) *Procedure in cases of emergency* – On double and single lines, when an interlocked station is closed, the train-control officer who has gone off duty must not interfere with any train arrangements made by the train-control officer at the stations on either side, except in case of accident, irregularity, or serious delay, which has been brought to his notice by a member of the train personnel. In such a case he must immediately return to duty and advise the train-control officers at the stations on each side, but must not make any alteration in the train arrangements without the authority of the train-control officers at the stations concerned.

* See note on page 3 – 5

Closing of non-interlock stations*

(Applicable to single lines only.)

89. (1) *Train-control officers' duties before closing stations* – (a) Excepting as provided in paragraph (b) hereof, the train-control officer at a non-interlocked station which is to be closed during certain hours of the day or night must, before going off duty, satisfy himself that all running line points are set and locked in the normal position. Where signals are provided, the train-control officer must place all main line signals at “all-right”. He must also see that all the signal lights are extinguished if the station is to be closed during the night.
- (b) Subject to the authority of the Chief Executive (Spoornet) having first been obtained, the signals at a non-interlocked station may be left at “danger” and the signal lights left burning at night, when the station is to be closed for a short period only, provided that no train will pass through the station during the closed period.
- (2) *Semaphore signals not to be acted upon* – (a) When a non-interlocked station is closed, as provided in subclause (1) hereof –
- (i) a non-interlocked station with semaphore signals becomes a token station or halt; and
 - (ii) a non-interlocked station without semaphore signals, a token station or interloop. (See rules Nos. 214 and 215.)
- (b) During the closed period, the semaphore signals in the “all-right” position are to be regarded as non-existent and must not be acted upon. Where warning boards are not provided, a train brought to a stand must be protected in the rear as laid down in subclause 11007.4, Section 11 of the General Appendix (Part I), unless –
- (i) the driver of the train is in possession of a “non-follow” token;
 - (ii) a crossing is taking place at such token station or a interloop [see paragraph (a)(ii)] and the train is brought to a stand between the clearance marks at each end of such token station or interloop;
 - (iii) in the case of telegraph order working, trains are worked on the “non-follow” principle.
- (3) *Procedure in case of emergency* – After giving up duty the train-control officer must not interfere with any train arrangements made by the train-control officers at the stations on either side, except in case of emergency when he must carry out the provisions of rule No. 88(3).

* See note on page 3 – 5

Re-opening of stations and signal cabins*: Double and single lines

90. (1) *First duty of train-control officer on re-opening station or signal cabin* – When a train-control officer comes on duty to re-open a station or signal cabin, his first duty is –
- (a) *on double lines* – to ascertain whether the section on each side is unoccupied and, if both sections are clear, to place the signals at “danger”.
 - (b) *on single lines* – immediately to place all main line signals at “danger”.
- (2) *Train-control officer to ascertain particulars of trains* – Before making any train arrangements, the train-control officer must ascertain from the station or signal cabin on each side particulars of the last up train and the last down train to enter the section between such stations or signal cabins. This information must include the number of each train, the time of its departure and, if available, the time of its arrival at each of such stations or signal cabins, and he must enter particulars thereof in his train register. He must also obtain information regarding the running of other trains which may affect him.
- (3) *Points and signals to be tested when re-opening an interlocked station* – Before re-opening an interlocked station or signal cabin, the train-control officer must, by inspection or test, see that all points, signals, derailleurs and points lever locks are in good order except where otherwise provided in these rules, in the General Appendix (Part I) or local appendices.
- (4) *Re-opening of non-interlocked station: Yard, hand-points and derailleurs to be inspected* – Before re-opening a non-interlocked station, the train-control officer must inspect the yard and see that all hand-operated points, derailleurs and points lever locks are in good order, and that points and derailleurs are correctly set and locked.

***NOTE:** Detailed instructions with regard to the procedure to be followed in re-opening and closing stations under the different systems of train control, are contained in the General Appendix (Part I) and, where necessary, in the local appendices.

Signals to be at “danger” during absence of train-control officer

91. When it is necessary for a train-control officer to leave his cabin temporarily in order to relight signal lamps, or for any other purpose except to receive or deliver a token, he must place all signals at “danger”. He must also inform the train-control officer, on each side, of the probable duration of his absence. All such cases must be recorded in the train register at each of the cabins concerned.

Operation of signal for train that is passing another train

92. (1) Where the running of trains is controlled exclusively by fixed signals and a train is waiting to be passed by another train on an adjoining running line, the train-control officer must, before operating the corresponding signal – in the vicinity of the one at which the stationary train is standing – for the other train, and this can be done without delaying the other train, advise the driver of the train that is to be passed of the arrangement. If the train-control officer cannot communicate with the driver concerned, he must record the reason therefor below the last entry in the train register.

* See note on page 3 – 5

- (2) Should a train that has to be passed, be standing at a starting signal (semaphore) and no contact has been made between the train-control officer and locomotive personnel [see rule No. 99 and subclause (1) hereof], the starting signal applicable to the passing train must not be operated for the latter train before the train has been brought nearly to a standstill at that signal.

Reversing signal before it is acted upon

93. After a signal has been placed at “all-right” or “proceed”, and it is necessary, before the signal is acted upon, to place it at “danger”, the train-control officer must first satisfy himself that the driver concerned is aware of the signal having been replaced to “danger” before he allows any other train or shunting movement on the line to which the signal applies. If the signal, in the case of a junction, is replaced to “danger” in order to give preference to a train approaching on the other line, no signals must be operated for such other train before both trains have stopped, unless the driver of the train that would have been admitted first, has stopped and has been informed of the circumstances.

Admitting a train to a station when running line is occupied or forward end of running line is obstructed

94. (1) *Station equipped with semaphore or colour-light signals* – (a) At a station, when it is necessary to admit a train to a running line which is occupied or obstructed at the forward end, the fixed signal, i.e. the home signal or intermediate home signal, if such signal controls the facing points, must not be used to admit the train. After the train to be admitted has come to a stand at the fixed signal, it may be admitted by means of a calling-on signal. If no calling-on signal is provided the train must be admitted in accordance with the terms of rules Nos. 24(2), 28(4)(b) or 46(2)(d)(ii), as the case may be.
- (b) *Station not equipped with semaphore or colour-light signals* – At a station not equipped with semaphore or colour-light signals, when it is necessary to admit a train to a running line which is occupied or obstructed at the forward end, the train-control officer or other authorised employee must, after the train has come to a stand at the facing points, orally advise the driver of the circumstances. Thereafter an “all-right” hand-signal must be displayed at the facing points to admit the train. (See rule No. 210.)
- (c) Should it be necessary to hand-signal a train and such hand-signal is liable to be taken by a driver for whom it is not intended, an oral instruction in place of a hand-signal must be given. The driver must, before proceeding, clearly understand the oral instruction.
- (d) The driver, whether acting on a semaphore “calling-on” signal at “all-right” or the prescribed hand-signal and an oral warning, must proceed with caution, be ready to stop short of any obstruction and to comply promptly with a “danger” hand-signal should such signal be given. (See rules Nos. 43 and 44.)
- (2) *One train following another* – When two trains are on the same running line within a station and both trains are moving in the same direction, the leading train must not be stopped until the second train has come to a stand.
- (3) *Train entering occupied dead-end* – When more than one vehicle is standing at the stop block in a dead-end, the procedure laid down in subclause (1) hereof must be followed when it is required to admit a train into such dead-end. (See rule No. 119.)

Precaution to be taken by drivers of following trains

95. When two trains are running on the same line in a station or on a siding, the driver of the train following another must keep his train at such a distance behind the leading train as not to collide with it. If a signal is placed at “all-right” or at “proceed” for the leading train, the driver of the train following must not act on such signal until he has seen it returned to “danger” and again placed at “all-right” or “proceed”. Should an “all-right” or “caution” hand-signal be displayed for the first train, the driver of the following train must not act upon that hand-signal until it has been withdrawn and again displayed.

Control of trains to and from sidings by one fixed signal

96. (1) *Passing signal at “danger”* – When train or shunting movements, to and from sidings, are controlled by one fixed signal, the signal may only be passed at “danger” after the driver has obtained an “all-right” or “caution” hand-signal or oral instruction from the train-control officer or on his authority, from the employee in charge of the movement. (See rules Nos. 41 and 50.)
- (2) *Signals for departure* – When a fixed signal controls the departure of trains or locomotives from two or more sidings, and there is more than one locomotive in the sidings waiting to depart, a driver may only draw forward past the clearance mark towards the signal after the signal has been placed at “all-right” or at “proceed” and he has received oral instructions from the employee in charge of the movement.
- (3) *Signals for entrance* – When a fixed signal controls the entrance to two or more sidings which are not track-circuited throughout, it may be placed at “all-right” or at “proceed” only after the train-control officer has obtained an assurance from the shunter that the hand-operated points which the train has to traverse, are correctly set and that the siding to which the train is to be admitted, is clear for its safe reception.
- (4) *Shunter to indicate siding* – After a fixed signal which controls the entrance to two or more sidings which are not track-circuited throughout, has been operated for the admittance of a train, the shunter must indicate to the driver the siding into which the train is being admitted. For this purpose he must take up a suitable position and, during the day, wave an arm and at night, a white light from side to side across the body. Should the driver not receive an indication from the shunter, he must bring his train to a standstill, if possible before reaching the first set of hand-points, and obtain further instructions as to the course to be followed. Where instructions to this effect are issued by the Chief Executive (Spoornet), a shunter must pilot the train in.

Train-control officers to know how trains are running

97. A train-control officer must ascertain, in good time beforehand, how the trains affecting his station are running, and furnish similar information to other stations when requested to do so.

Recording particulars in train register

98. The train-control officer must enter, in ink, legibly, accurately and without delay, in the columns provided for the purpose in the train register, the times of sending and receiving bell signals or telegraph or telephone messages in regard to the movements of trains. He must also record therein the official numbers and times of arrival and departure of trains and other particulars. Should he have to correct any entry, the alteration must be made above or below such entry through which a light line must be drawn. [See subclause 1043.1, Section 1 of the General Appendix (Part I).]

Detention of trains at signals

(Applicable to semaphore signals only.)

99. (1) *Driver to sound whistle and train-control officer to be reminded of position of train* – When a train has been stopped at a home, intermediate home, starting, advance starting or route signal, the driver must immediately sound the locomotive whistle. The train-control officer must, if he cannot allow the train to go forward at once, display a “danger” hand-signal. After the train has been waiting for a period of three minutes, the employee upon whom that duty is imposed in terms of subclause (4) hereof, must go to the signal cabin and remind the train-control officer of the position of the train. Such employee must not return to the train until he obtains an assurance that the lever collars or other reminders have actually been placed on the levers by the train-control officer. When, in foggy weather, or from any other cause, there is not a clear view between the train and the signal cabin, an employee must go to the signal cabin immediately the train has been stopped.
- (2) *Train-control officer to be reminded of position of train during shunting* – When a train has passed the home signal and is standing on the main line at the starting signal at “danger”, waiting to be moved on to an opposing running line, or should it already be occupying an opposing running line, the driver’s assistant or shunter, or another employee, as the case may be, must proceed to the signal cabin. He must remind the train-control officer of the position of the train and must not return to the train until he obtains an assurance that the lever collars or other reminders have actually been placed on the levers by the train-control officer.
- (3) *Running line to be clear before employee goes to signal cabin* – When a train has been shunted from one running line to another, the driver’s assistant, shunter or driver must satisfy himself that the running line from which the train has been shunted is clear before the employee upon whom that duty is imposed in terms of subclause (4) hereof, proceed to the signal cabin.
- (4) *Duty of proceeding to signal cabin* – The employee who must proceed to the signal cabin is, in the case of –
- (a) *a passenger train* – the driver’s assistant. If there are two steam locomotives on the train, the driver’s assistant of the leading locomotive;
 - (b) *a light locomotive* – the driver’s assistant;
 - (c) *a goods train* – the driver’s assistant or shunter, whoever is nearest to the signal cabin;
 - (d) *a rail car* – the driver’s assistant, if there is one, otherwise the train manager;
 - (e) *a motor trolley* – a messenger;
 - (f) *a motor coach train* – the conductor (Commuter Services).
- (5) *Employee to be allowed time to rejoin train* – The train-control officer must allow sufficient time to enable the employee to rejoin the train before placing the signal at “all-right”, and the driver must not proceed until the driver’s assistant has joined the train or he has obtained the prescribed hand-signal from the shunter or train manager, as the case may be.

- (6) *Train-control officer to use lever collars or reminders* – In order to remind himself that certain signal or points levers must not be operated, a train-control officer must make prompt use of the lever collars or other reminders provided for that purpose. [See clause 8017.0, Section 8 of the General Appendix (Part I).]

REPAIRS TO DEFECTIVE SIGNALS, POINTS' GEAR, AND OTHER INTERLOCKING APPARATUS

Points or signals becoming defective

100. (1) *Safe working to be arranged* – Should any signals, points' gear or other apparatus become defective, the official in charge must immediately make arrangements for the safety of trains. [See subclause 10002.5, Section 10 of the General Appendix (Part I).]
- (2) *Hand-signalmen to be provided* – The official in charge must select one or more employees, as may be necessary, to act as hand-signalmen. He must equip them with hand-signals and detonators and they must act solely under the direction of the train-control officer, who must see that his instructions are understood and carried out. Should the official in charge not have sufficient employees available on his own staff to act as hand-signalmen, he must call upon the track inspector or track master for the employees required.

Precautions to be taken when semaphore and colour-light signals are defective

101. (1) *Defective signals to be kept at "danger"* – When a semaphore home, intermediate home, starting, advance starting, goods or siding, route, or dwarf signal or controlled colour-light signal has become defective, it must be placed and kept at "danger". Should the defective semaphore signal interfere with the working of the outer-home or the distant signal, or both, the outer-home signal must also be placed and kept at "danger" and the distant signal must be placed and kept at "caution". Except as provided in rule No. 37(3)(c), hand-signalmen must also be provided as laid down in rule No. 100(2). These arrangements must remain in force until the defective signal has been put in order.
- (2) *Hand-signalmen to remain where posted* – A hand-signalman must remain near the fixed signal at which he is posted.
- (3) *Hand-signalmen to receive instructions* – A hand-signal-man must receive instructions from the train-control officer for each train that has to be hand-signalled. If the train-control officer requires the train to proceed without stopping at the signal in terms of rule No. 212(3), he must instruct the hand-signalman to authorise the driver accordingly. Should it be necessary for the hand-signalman to stop a train he must continue to show a "danger" hand-signal to the driver until the train has been brought to a stand.
- (4) *Points to be correctly set* – If the train is required to pass over points, the hand-signalman must see that they are correctly set and secured for the line on which the train is to travel before authorising the driver to proceed over the points.
- (5) *When distant or outer-home signal cannot be replaced to normal position* – Should it be impossible, owing to a defect, to place a distant signal at "caution" or an outer-home signal at "danger", a hand-signalman must display a "danger" hand-signal and place a detonator on the rail outside the defective semaphore signal. The driver of an approaching train must stop on observing the "danger" hand-signal and may only proceed on receiving oral instructions from the hand-signalman.

- (6) *Train-control officers in other cabins to be advised* – Should it be impossible, owing to a defect, to place a distant signal at “caution”, or an outer-home, intermediate home or home signal at “danger”, the train-control officer must inform the train-control officer in the cabin at the other end of the telegraph section of that fact, and the latter must stop all trains and advise the drivers in writing.
- (7) *Authority for driver to pass defective fixed signal at “danger”* – Except as provided in rule No. 24(2)(b) and (c) or 37(3), if a fixed signal is defective and it is necessary to authorise a driver to pass it at “danger”, the train-control officer or other authorised employee must display to the driver an “all-right” hand-signal in the case of a semaphore signal or a “caution” hand-signal in the case of a colour-light signal. Such hand-signal must be displayed at the facing points or, where there are no facing points, at or near the signal. Where the defective signal controls facing points, the train-control officer or other authorised employee must, in addition, ensure that such points are correctly set and, in the case of hand-points, that they are locked or held in the correct position before authorising the driver to proceed over them. [Also see rules Nos. 24(2)(a) and 28(4)(b).]
- (8) *Interlocking to be used* – When a fixed signal is out of order, but the interlocking at the lever frame and at the points is in order, the train-control officer must take advantage of such interlocking by working the lever applicable to such signal. The wire connections and the counterbalance weight of the signal lever must, if necessary, be disconnected by the signal maintenance official.

Precautions to be taken when points' gear is defective

- 102. (1) *When signals to be kept at “danger”* – When the gear working or controlling facing points, locking bar, or the interlocking apparatus has become defective, the distant signal affected must be placed and kept at “caution”, and/or the outer-home signal affected must be placed and kept at “danger”, as well as, if necessary, the intermediate home, home and/or starting signal. Hand-signalmen must be provided, as laid down in rule No. 100(2). These arrangements must remain in force until the defective gear or other apparatus has been put in order.
- (2) *Operation of points when signal controlling movements over facing points is defective* – When a signal controlling movements over facing points fails to respond to the lever movement, the train-control officer must by means of the lever, test the working of the points affecting that signal in terms of subclause 8012.2.2.1, Section 8 of the General Appendix (Part I). If the signal still fails to respond to the lever movement, he must proceed to the facing points and satisfy himself that all facing points, interlocked with the signal, are in the correct position. He may then authorise the driver to pass the signal at “danger”. [See rule No. 101(7).]
- (3) *Hand-signalmen to receive instructions* – During the time points' gear or other interlocking apparatus is defective, train and shunting movements must be controlled by the hand-signalmen acting on instructions from the train-control officer.
- (4) *Points to be correctly set* – When two or more sets of points are defective, or have been temporarily disconnected, and it is necessary for the hand-signalman to have one or more employees to assist him, such employees may operate the points when a movement has to be made over them. The hand-signalman, before authorising the driver to proceed over these points, must satisfy himself that the points are correctly set for such movement. The hand-signalman must not permit the disconnected points to be disturbed until the movement is completed.

Repairs to defective points and signals

103. Before commencing repairs to defective points or signals, the employee in charge of the work must consult the official in charge of the station concerned, who must make the necessary arrangements for the safe movement of trains while the work is in progress. In the absence of an official in charge, the track inspector must arrange to safeguard the line.

Procedure to be followed by signal maintenance official

104. (1) *Particulars to be recorded* – Before repairs to points' gear, signals or other interlocking apparatus are undertaken by the signal maintenance official, full particulars of the work to be done, together with the time of commencement, must be recorded in the train register. The signal maintenance official as well as the train-control officer must sign the train register.
- (2) *Hand-signalmen to be at their posts* – Before commencing the work of disconnecting points' or signal gear, the signal maintenance official must satisfy himself that hand-signalmen are at their posts.
- (3) *Levers not to be moved without permission* – After the necessary signals have been placed at “danger”, and the hand-signalmen have been posted in terms of rule No. 100(2), the signal maintenance official, during the period the repair work is in hand, must not move any lever without the permission of the train-control officer. The train-control officer must not move any lever connected with any points or signal, on which the signal maintenance official is working, without the latter's permission.
- (4) *Authority to move disconnected points* – Disconnected points must not be manipulated for any train or shunting movement without sanction being obtained by the hand-signalman from the train-control officer as well as from the signal maintenance official.
- (5) *Completion of work* – When repairs to points' gear, signal or other interlocking apparatus have been completed, the signal maintenance official must advise the train-control officer, who must test the levers. If they are in order, the time of completion of the work must be recorded in the train register. The signal maintenance official as well as the train-control officer must sign the train register.

NOTE: See clause 11004.0, Section 11 of the General Appendix (Part I) for the procedure to be followed when the signal maintenance official is required to effect repairs to points at an interloop or inter-sidings, and clause 8011.0, Section 8 of the General Appendix (Part I) when it is necessary to take occupation of points.

Repairs to defective level-crossing barriers

105. (1) When a level-crossing barrier, worked from a signal cabin where there is a train-control officer on duty, becomes defective or requires repairs, the provisions of rules Nos. 100(2) and 103 must be observed and a hand-signalman must be appointed to operate the barrier and protect the crossing.
- (2) All defects in the working of warning devices at level-crossings must be reported to the signal maintenance official and the branch manager (signals).
- (3) At level-crossings where flashlight signals are provided and there are no barriers, a hand-signalman must be appointed in the event of failure of flashlight signals or when for any reason, it is necessary to place flashlight signals out of use. [See rule No. 235(1)(g).]

New or altered signals and indicators

106. A new signal or indicator may not be brought into use, nor may any alteration be made in the position or use of any existing signal or indicator, without the authority of the Chief Executive (Spoornet). The provisions of rule No. 21 must be observed in connection with the installation of new signals or the carrying out of alterations or additions to existing signals.

PART IV

CONTROL OF STATIONS

RESPONSIBILITY OF OFFICIALS IN CHARGE OF STATIONS – TRAIN-CONTROL OFFICERS TAKING OVER DUTIES – INSPECTION AND CLEANING OF LAMPS – PASSING TRAINS TO BE WATCHED – TRAINS DELAYED IN SECTION – CARRIAGE DOORS – AUTHORITY TO STOP TRAINS – EXAMINATION OF VEHICLES, AND PROTECTION OF EMPLOYEES – STATION YARD WORKING – PROTECTION OF VEHICLES AND EQUIPMENT IN SIDINGS – VEHICLES LOADED WITH FLAMMABLE GOODS – TRANSIT AND USE OF TRAVELLING CRANES – PRECAUTIONS TO BE TAKEN DURING SHUNTING OPERATIONS – WORKING OF LEVEL-CROSSINGS – ACCIDENTS AND OBSTRUCTIONS ON THE LINE.

Responsibility of officials in charge of stations

107. (1) An official in charge of a station is responsible for the carrying out of all work at the station under his control and for seeing that the rules and instructions applicable thereto are strictly observed.
- (2) An official in charge must satisfy himself that every employee under his control, to whom duties are assigned, is competent and that such duties are properly performed.
- (3) An official in charge must, as far as possible, give personal attention to train movements and all other operations on which depend the safe working of trains and the safety of the travelling public.
- (4) An official in charge is responsible for the security and protection of railway property and of the property of the public in the care of Spoornet at his station.
- (5) An official in charge must take prompt action to stop an irregularity at his station, to have any defects in appliances and equipment reported to him remedied and, where necessary, to adopt protective measures.
- (6) An official in charge must visit daily every signal cabin under his charge and sign the respective train registers, except where otherwise laid down in the General Appendix (Part I) and local appendices.

Train-control officers taking over duties

108. (1) *Station not interlocked* – A train-control officer, when taking over duties from another train-control officer at a station other than an interlocked station, must inspect the yard and see that all hand-points, derailleurs and points lever locks are in good order and correctly set and locked.

- (2) *Interlocked station* – At an interlocked station, which is open continuously for train working, a train-control officer taking over duties from another train-control officer need not examine the interlocked points and signals, provided the train-control officer who is being relieved, gives his assurance that such points and signals are working normally and that they correctly respond to the action of the levers. (See local appendices for exceptions and special instructions in regard to power lever frames and relay interlocking.) An entry as to the condition and working of points and signals must be made in the train register by the train-control officer who is being relieved, and must be initialled by both train-control officers.
- (3) *Employees to sign train register* – Before going off duty a train-control officer must sign, in ink, immediately below his last entry, and indicate the time he actually hands over duty. The weather conditions must also be recorded, and thereafter a line must be ruled across the pages. The train-control officer taking over duty must sign below the last entry and record the time he takes over duty. [See clause 8023.0, Section 8 of General Appendix (Part I).]
- (4) *Relieved employee to give information* – An official in charge or a train-control officer, taking over duty from another employee, must examine the train telegrams and other documents requiring attention. The employee relieved must give full information regarding the running of trains and the state and volume of traffic in the yard. He must furnish such other particulars as are necessary to ensure proper working. These particulars must be entered in a book provided for the purpose, and the book must be signed by both employees.

Inspection and cleaning of lamps

109. The official in charge of a station must see that all lamps are kept clean and are in proper working order. He must also see that the instructions contained in Section 8 of the General Appendix (Part I), relating to the cleaning, lighting, etc., of lamps are carried out. (See rule No. 87.)

Passing trains to be watched

110. (1) Train-control officers, the locomotive personnel of stationary trains and other employees whose duties are related to the running of trains, must, where practicable, watch each passing train.
- (2) Should anything wrong be observed with regard to the train, e.g. if it is not complete, or there is a mechanical defect, or if anything to that effect is reported to him, the train-control officer or other employee concerned must take prompt steps to counteract any danger that may exist. If he cannot stop the train himself, he must take suitable steps to have the train stopped. Where necessary, the driver of the next train must be warned.
- (3) The locomotive personnel of a train in motion must keep a good look-out and be prepared to act upon a “danger” hand signal at places where it can be expected that their train will be watched in accordance with subclause (1) hereof.

Trains delayed in section

111. When a train is an unusually long time in a section, the train-control officer at each end of such section must make prompt inquiries and adopt such measures as may be considered necessary to ascertain the cause of the delay.

Carriage doors

112. Carriage doors must not be opened to allow passengers to alight from or board a train before it has stopped or after it has started.

Authority to stop trains

113. A passenger or mixed train may only be stopped where scheduled to take up or set down passengers or when specially authorised by the central operations office. [See clause 1046.0, Section 1 of the General Appendix (Part I).]

Trains scheduled to stop conditionally or not scheduled to stop

114. (1) *Trains scheduled to stop conditionally at interloops, inter-sidings and halts* – The driver of a train scheduled to stop conditionally at interloops, inter-sidings or halts must stop at such places unless the locomotive personnel are satisfied that the train is not required to stop for passengers or traffic. In that case, subject to the provisions of clause 1010.5, Section 1 of the General Appendix (Part I), the train manager must display an “all-right” hand-signal indicating that the train may run through.
- (2) *Trains scheduled to stop conditionally at stations on single lines* – (a) The driver of a train scheduled to stop conditionally at a station on a single line, must stop unless –
- (i) he receives an “all-right” hand-signal from the train manager; and
 - (ii) the distant signal, where provided, is at “all-right” or, where a distant signal has not been operated or is not provided, he receives a “through” hand-signal from the train-control officer.
- (b) When the train is required to stop at a station, the train-control officer must keep the distant signal, where provided, in the “caution” position and display a “danger” hand-signal to the driver.
- (c) When the train is not required to make a conditional stop, the train-control officer must place the distant signal, where provided, in the “all-right” position. Where a distant signal is not provided, or cannot be operated in terms of rule No. 33(1)(b), the train-control officer must display a “through” hand-signal to the driver as set out in rule No. 69(2) to indicate that the train is not required to stop.

- (3) *Trains scheduled to stop conditionally at stations on double lines* – (a) The driver of a train scheduled to stop conditionally at a station on a double line must stop unless –
- (i) he receives an “all-right” hand-signal from the train manager; and
 - (ii) the distant signal, where provided, is at “all-right” or, where a distant signal has not been operated or is not provided, the starting signal is at “all-right”.
- (b) When a train is required to stop at a station, the train-control officer must keep the distant signal, where provided, at “caution”, and must not place the starting signal and, where provided, the advance starting signal, in the “all-right” position until the train has come to a standstill.
- (c) When a train is not required to make a conditional stop, the train-control officer must place the distant signal, where provided, at “all-right”. Where a distant signal cannot be operated in accordance with rule No. 33(1)(a), or where such signal is not provided, the train-control officer must place the starting signal and, where provided, the advance starting signal, in the “all-right” position, provided the terms of rule No. 36(1) have been complied with.
- (4) *Goods trains scheduled to stop at stations* – Where a goods train is scheduled to stop at a station on a single or a double line, such station must be regarded as a conditional stopping place when the train is not required to stop there.
- (5) *Trains not booked to stop at stations* – When a train is not booked to stop at a station, is required to make a special stop, the train-control officer must comply with the provisions of subclause (2)(b) or (3)(b) hereof.

Examination of vehicles, and protection of truck maintenance personnel, electricians and others

115. (1) *Where there are truck maintenance personnel* – Before a train is despatched from a place where the train must be examined by truck maintenance personnel, such employees must give the station or yard official in charge, as the case may be, or his deputy the assurance that the examination of vehicles has been completed and that all vehicles on that train are safe to run as far as the following is concerned:
- (a) Their mechanical condition; and
 - (b) the visible part of their load as seen from the ground.
- (2) *Where there are no truck maintenance personnel* – If, at a place where there are no truck maintenance personnel, any defect is observed on a vehicle which is likely to affect the safe running of a train, the official in charge must call the driver's attention thereto and, if the defect cannot be promptly remedied, the vehicle must be detached. [See clause 9124.0, Section 9 of the General Appendix (Part I).]

- (3) *Precautions to be taken* – Truck maintenance personnel must examine all vehicles and, when necessary, they must adopt the proper safeguards as laid down in subclause 11003.5 Section 11 of the General Appendix (Part I). The official in charge of a station must satisfy himself that the instructions regarding the protection of truck maintenance personnel, electrician and others, are observed.
- (4) *Vehicles labelled “not to go”* – Vehicles with “Not to go” labels affixed, whether loaded or empty, must not be attached to a train.

Privately-owned vehicles

116. Privately-owned locomotives or other vehicles may only be allowed to enter upon a running line or be accepted for haulage on their own wheels, after they have been examined and passed by a competent employee and the authority of the Chief Executive (Spoornet) has been obtained.

STATION YARD WORKING

Special working

117. Where the rules do not adequately meet the conditions of a particular station or station yard, special instructions governing the working of such station or station yard must be compiled by the Chief Executive (Spoornet) and thereafter be issued to all employees concerned.

Authority to operate hand-points for a running line

118. Hand-points leading to a running line or from one running line to another may only be operated by the train-control officer or, on his authority by another competent employee. [See rule No. 218(1) and (2).]

Protection of vehicles in dead-ends

119. Should there be any vehicles standing in a dead-end at a station, a red flag during the day or a red light during the night or foggy weather must be shown from the end of the vehicle furthest away from the stop block and facing towards the entrance to such dead-end.

Vehicles in sidings to be secured

120. (1) *Where a derailer is provided* – After placing a vehicle or vehicles in a siding, the shunter concerned must see that the vehicles in the siding are well clear of the derailer and that such derailer is properly set and secured.
- (2) *Where a derailer is not provided* – After placing a vehicle or vehicles in a siding, the employee in charge of the movement must see that the vehicles in the siding are inside the clearance marks.
- (3) *Brakes and scotches to be applied* – Vehicles in sidings must be secured by means of hand-brakes and, should any doubt exist as to the safety of the vehicles, they must be secured by means of hand-brakes and scotches.

Doors, chains, ropes, etc., to be secured

121. Officials in charge of stations, and also driver's assistants and shunters, must see that the doors of all vehicles are securely closed before such vehicles are attached to a train. They must also see that chains, ropes and tarpaulins are examined and made secure.

Vehicles loaded with flammable goods

122. Vehicles (other than petrol tank-trucks) loaded with petrol (in cases or drums) or with hay, forage or other highly flammable goods, including unslaked lime, must be fully sheeted. (See rule No. 186.)

Transit of travelling cranes

123. (1) *Crane driver to secure crane before departure* – Before attaching a travelling crane to a train the crane driver must see that the jib is lowered sufficiently to enable it to pass under the loading gauge and is secured in that position. He must also see that the balance box is in the running position, that all the fastenings of the crane are in good condition and secured, and that the necessary runner trucks are provided.
- (2) *Crane accompanied by driver* – When accompanying the crane, the driver thereof must see that all appliances remain in place and that the fastenings are holding securely.
- (3) *When crane to be examined by driver's assistant* – When a crane driver does not accompany a crane, the driver's assistant of the train must examine the crane and runner as often as possible to see that the fastenings are holding securely, and that all appliances remain in place.
- (4) *Crane to be examined by truck maintenance personnel* – At depots where truck maintenance personnel are on duty, they must thoroughly examine the crane, its equipment and fastenings, and ensure that the crane is in a safe running condition.

Use of cranes

124. (1) *Cranes to be locked* – All cranes, when not in use, must be kept locked or otherwise secured.
- (2) *Protection by fixed signals* – Before starting operations at a station equipped with fixed signals, the employee in charge of a crane must, where there is a likelihood of a running line being fouled by the crane or its load, notify the train-control officer, who must arrange for the operation to be properly protected by means of the fixed signals. [See rule No. 99(6).]
- (3) *Protection by hand-signals* – (a) When a crane is used at or near an interloop, including a remote controlled interloop a token station, order or an intersiding, or on the main or through line at or near an unattended junction, protection must be afforded at full distance according subclause 11004.2, Section 11 of the General Appendix (Part I), irrespective of the fact that there are points, warning boards and, where applicable, colour-light signals.

- (b) When a crane is used at a station where there are no fixed signals, the operations must, when necessary, be protected by an employee displaying a “danger” hand-signal, at the facing points of the station.
 - (c) These precautions must be taken in each direction, as circumstances require, and must be continued until the line is safe for the passage of trains.
- (4) *Cranes not to be used at night or during fog* – Cranes must not be used at night or during foggy weather when they are likely to foul a running line, unless specially authorised by the Chief Executive (Spoornet).
- (5) *Security of detached crane* – When a crane is detached during train or shunting movements and –
- (a) the crane is accompanied by a crane driver, this employee must ensure that it is properly secured; the driver’s assistant or other employee detaching the crane must satisfy himself that this has been done;
 - (b) the crane is not accompanied by a crane driver, the driver’s assistant or other employee detaching it must ensure that the crane is properly secured;
 - (c) the crane is standing on a grade, exceptional care must be taken; in such cases hand-brakes must be applied and scotches must be used.
- (6) *Security of crane being attached* – Before attaching a crane to a train, or coupling it to other vehicles during shunting operations, the driver’s assistant or other employee concerned must satisfy himself that it has been properly secured, particularly when it is standing on a gradient. When the crane has been securely coupled, and before it is moved, care must be taken to ensure that the brakes have been released and that there is no obstruction on the line. (See rules Nos. 136 and 137.)

SHUNTING

Link-lifters and scotches

125. (1) Every employee, when coupling vehicles by means of links and pins, must use a link-lifter.
- (2) The official in charge of a station must have link-lifters readily available and every driver’s assistant and shunter under his control must be supplied with one. Should an employee lose or damage his link-lifter, he must immediately apply for another.
- (3) A supply of scotches must be kept at stations in readiness for use during shunting operations.

Links, pins and vacuum pipes

126. (1) During shunting operations the hose couplings of vacuum pipes, when not in use, must be placed on the dummies provided for that purpose.
- (2) Defective links and pins must not be used to couple vehicles and, if found in use, they must be immediately replaced.

- (3) A link must not be allowed to remain in the buffer of a vehicle, except when actually required for the purpose of coupling.
- (4) Coupling pins must not be placed in emergency coupler holes in headstocks of trucks.

Precautions to be taken before shunting

127. (1) *Line to be clear* – Before vehicles are moved, the employee in charge of the movement must see that the line is clear, that the vehicles are safe to be moved, that all vehicle doors, tarpaulins, ropes and chains are secured, and that hand and vacuum brakes are sufficiently released to prevent the wheels from skidding, and in the case of tank trucks, that they are not being loaded or discharged.
- (2) *Persons to be warned* – Before vehicles in a siding are moved or before vehicles are shunted into a siding, the employee in charge of the movement must ascertain the position of any vehicles which may be already standing in the siding. He must also orally warn persons engaged in, about, between or under any vehicles, and request persons who may be loading or unloading to stand clear. He must also see that the line upon which shunting is to be performed is not fouled by a crane, loading apparatus, shunting implement or a road vehicle.

Driver to be aware of shunting movements

128. (1) Before shunting is commenced, the shunter must advise the driver of the nature and extent of the shunting movements to be performed.
- (2) When two or more locomotives or trains are standing near to each other waiting to be shunted, the shunter must not give a hand-signal to any of the drivers to move before he has made clear to all the drivers which locomotive or train is to be shunted first.

Running lines not to be fouled without authority

129. A shunter in charge of a shunting operation must not allow a train or any vehicles to foul a running line without the authority of the train-control officer on duty, who must take the necessary steps to protect the operation.

Shunting movements to be controlled by fixed signals and hand-signals

130. When a train or shunting locomotive is required to move in the wrong direction on any running line, or from one running line to another, or to shunt into or out of sidings connected with running lines, and fixed signals are provided for the purpose such signals must be operated. In addition, the prescribed hand-signal or oral instructions must be given to the driver. Where fixed signals are not provided for the purpose the driver must be orally instructed, and thereafter the necessary hand-signals must be exhibited.

Vehicles not to be left on running lines

131. (1) *Running line to be left clear* – When a shunting movement has been made on a running line, the shunter, in charge of the movement, must see that a vehicle has not become unintentionally detached and left upon such line.
- (2) *When vehicles may be left on a running line* – (a) When it is necessary for a vehicle or vehicles to be left on a running line before being shunted into a siding or on to a train, or when it is necessary for a train or any vehicle to be placed outside the home signal or outside the facing points where a home signal is not provided, the shunter must obtain the permission of the train-control officer. (See rule Nos. 129 and 220.)
- (b) *Protection of vehicles left on running lines* – Immediately the train-control officer has given permission for a train or for one or more vehicles to be left on a running line, he must see that the necessary protective measures are taken to safeguard the train, vehicle or vehicles. He must also use lever collars or other reminders. The shunter must also see that the vehicle or vehicles are properly secured by hand-brakes and/or scotches. When it is necessary to leave any vehicle or vehicles on a running line at night the shunter must, in addition, place a lamp showing a red light on the rear of the last vehicle or, where necessary, at both front and rear.
- (c) *Vehicles left on running line outside area protected by fixed signals (single lines)* – When it is necessary to leave a vehicle or vehicles on a running line outside the area protected by fixed signals, they must be attached to a locomotive, and then only if the terms of paragraphs (a) and (b) hereof and rule No. 220(1) have been complied with.

Shunting over interlocked points

132. (1) *Signals or requests to operate points* – When a shunter requires interlocked points to be operated, he must first satisfy himself that all vehicles are clear of such points and locking bars. Thereafter, the shunter must indicate to the train-control officer the particular set of points by giving the hand-signal “operate points” or orally request him to operate the points.
- (2) *Shunter must satisfy himself that points are correctly set* – Before a shunting movement over interlocked points, or a series of successive to and movements over such points, without the points being reset after the initial movement is allowed to commence, the shunter must satisfy himself that each such set of points in the intended route is correctly set –
- (a) by observing whether it is correctly set and to ensure that the points blade is close against the stock rail; or
- (b) in the case of a movement controlled by means of a fixed signal from which it can be ascertained exactly over which route the movement will take place, by observing if the signal is at “all-right” or “caution”; or
- (c) (i) in the case of trailing points, by obtaining an oral assurance from the train-control officer that the points are correctly set, and
- (ii) in the case of facing points, by obtaining an oral assurance from the train-control officer that the points are correctly set which the train-control officer may give only if it can be established from an illuminated indication in the signal cabin that they are correctly set.

- (3) *Signals to be given to train-control officer after movement* – When the shunting movement has been completed and the shunter has satisfied himself that the locomotive and/or vehicles are within the clearance marks, he must give the train-control officer an oral assurance that the movement is standing clear or the hand-signal “shunting movement completed”. Until this assurance or hand-signal has been given, the train-control officer must keep the fixed signals protecting the line or lines affected at “danger” and make use of lever collars or other warning devices. [See rule No. 99(6).]
- (4) *Train-control officer to obtain hand-signal or oral assurance* – After the train-control officer has set the points for a shunting movement, he must not move the points until the shunter has complied with the provisions of subclause (1) or (3) hereof. Where a movement requires to be made over facing points equipped with independent facing points locks, with or without locking bars, the points locks must be operated for such movement.
- (5) *Shunter and train-control officer to co-operate* – The shunter and the train-control officer must at all times have a clear understanding as to the nature, extent and duration of the shunting work to be performed.

Shunting over hand-points

- 133. The shunter or other authorised employee who is responsible for the operation of points must see that all vehicles are clear of points before such points are operated. He must also see that the points over which vehicles have to pass, are set for the intended route and that the points blade(s) is/are close against the stock rail(s).

Vigilance and care to be exercised during shunting

- 134. (1) *Speed must be regulated and damage prevented* – (a) The shunter must give the correct hand signals or oral instructions to the driver, and not allow vehicles to touch stop blocks (which are intended to indicate the ends of lines only) or come into contact with other vehicles at a speed exceeding average walking pace.
 - (b) During shunting the driver must be vigilant, maintain a good look-out and promptly obey hand-signals or oral instructions. He must regulate the speed and prevent his locomotive or vehicles attached thereto, from striking stop blocks or coming into contact with other vehicles with undue force. Brakes must be applied in a manner that will not cause skidding of wheels. The driver's assistant must also keep a good look out when not engaged in locomotive duties.
 - (c) *Damage or defects must be reported* – All damage or defects to vehicles or coupling gear arising during shunting must be reported to the official in charge.
- (2) *Mass and speed of vehicles shunted* – The number, combined mass and speed of vehicles to be shunted at a time, must be determined according to the class of locomotive, the condition of the permanent way, the nature of the traffic and the physical features of the yard.

- (3) *Step and hand grip to be used* – (a) Shunters must make use of the step and hand grip on vehicles to ride upon and to facilitate the application of brakes.
- (b) Shunters must not ride upon locomotive cowcatchers or on the footplates in front of the smoke box of steam locomotives or on the couplers of locomotives or vehicles.
- (4) *Propelling movements* – (a) During a propelling movement a member of the shunting team must, with due allowance for his own safety, ride upon a suitable vehicle at the leading end in such a manner that he will have the best view to both sides of the line. He must keep a good lookout and give the correct hand-signals or oral instructions to the driver to prevent accidents or damage taking place. The provisions of train working rules Nos. 132 and 133 must strictly be adhered to at all times.
- (b) Should there be no suitable vehicle to ride upon with safety, or the circumstances are such that the shunter will not have a clear view to the front, he must walk ahead of the movement.

Hand-signals as well as fixed signals to be used during shunting

135. (1) *Driver must observe signal and obtain hand-signal or oral Instruction* – During shunting operations where there is a fixed signal for this purpose, a driver must ensure that the signal has been operated for the movement, except in the case of a propelling movement and he cannot observe the signal from the locomotive. [See subclause (2) hereof.] In addition, he may act upon the fixed signal at “all right” or “caution”, only after the shunter has given him the prescribed hand-signal or an oral instruction.
- (2) *Procedure if driver cannot see signal* – Where, before an initial shunting movement, a locomotive stands beyond a signal, the driver must obtain an assurance from the shunter that the signal is at “all right” or “caution” or where the signal cannot be operated, that the train-control officer has given permission for the shunting to commence. If the shunting movement is a propelling movement, the shunter at the leading end [see rule No. 134(1)(a)] must ensure that the signal(s) concerned display(s) the correct aspect or is/are in the correct position before he gives a hand signal or oral instruction to the driver to move and in this case the driver, if he cannot observe the signal, may act according to the hand-signal or oral instruction.
- (3) *Light locomotive not under control of shunter* – If shunting operations with a light locomotive are not under the control of a shunter, the driver may act upon a fixed signal at “all right” or “caution” without the hand-signal or oral instruction in terms of subclause (1).

Security of detached vehicles

136. Detached vehicles must be placed within the clearance marks and within the derailleurs, where provided. The vehicles must be secured by means of hand-brakes and, if any doubt exists as to the safety of the vehicles, e.g. on account of a gradient, they must be secured by means of hand-brakes and scotches.

Shunting where line is not level

137. (1) *Vehicles left on a gradient* – When a train is standing on a gradient and it is necessary to detach the locomotive, the driver's assistant or shunter must first apply the hand-brake of the last vehicle and then as many truck brakes and scotches at the lower end as will prevent the vehicles from moving.
- (2) *Shunting up incline sidings* – When shunting vehicles to a siding situated on an incline, the number of vehicles must not be more than the locomotive can move up the incline without having to approach the siding at excessive speed.

Shunting at both ends of a yard at the same time

138. When it is necessary to carry out shunting operations at the same time at both ends of a yard, or in two yards connected with each other, the employee in charge must satisfy himself that all concerned clearly understand the nature of the shunting movements to be made, in order that the necessary safety precautions may be taken.

Loose and hand shunting of vehicles

139. (1) Unless the local appendix, because of gradients or other circumstances, lays down a smaller number, a maximum of six vehicles (loaded or empty) at a time may be loose shunted, i.e. "kicked off" or allowed to "run down", or hand-shunted, but then only when a competent employee is in a position to apply the hand-brakes and no danger exists of an adjoining running line being fouled or the vehicles running away into the section.
- (2) When loose shunting or hand-shunting vehicles, the employee performing the duty must test the hand-brakes prior to such movement being made, except where otherwise provided in local appendices.
- (3) Except where instructions are issued to the contrary in the local appendices, only one truck at a time may be hand-shunted over facing points from one line to another, and then only if the station official in charge personally supervises the movement. Scotches must also be at hand so that the vehicle may be kept under control. (See rules Nos. 129 and 220.)

Fly shunting prohibited

140. Fly shunting of any vehicles, whether loaded or empty, i.e. the detaching thereof during the hauling movement, is prohibited.

When loose shunting is prohibited

141. (1) Except where otherwise specially laid down in the local appendix, vehicles conveying livestock, explosives, flammable and corrosive liquids, dangerous, hazardous and fragile goods, abnormal loads, rails and steel plates may not be loose shunted, i.e. “kicked off” or allowed to “run down”. Vehicles may also not be loose shunted directly against such vehicles. This instruction is also applicable to the following types of vehicles, whether loaded or empty:
- (a) Passenger type vehicle including dining cars, staff and private coaches, kitchen and lounge cars, KP vehicles and passenger brake vans;
 - (b) goods brake vans;
 - (c) refrigerator trucks;
 - (d) explosives trucks;
 - (e) all tank trucks;
 - (f) well trucks;
 - (g) all types of cement trucks;
 - (h) steam heating vehicles;
 - (i) rail trucks; and
 - (j) any other vehicles specially labelled not to be humped or loose shunted, or that may be laid down by the Chief Executive (Spoornet) from time to time.
- (2) The employee in charge of the shunting must ensure that the shunting and locomotive personnel concerned are aware of such vehicles and all concerned must see that the movements are carried out cautiously.

Shunting of passenger vehicles

142. (1) *Movements to be restricted and vacuum brake used* – When passenger vehicles are being attached to a portion of a train, or detached from a train, the shunting movement must, as far as practicable, be made without moving the remainder of the train. The vacuum brakes of the vehicles being shunted must be used in connection with such movements. [See rule No. 136 and clause 9122.0, Section 9 of the General Appendix (Part I).]
- (2) *Precautions when attaching vehicles* – When attaching passenger vehicle to a portion of a train, the shunter must see that the automatic couplings, links and pins, vacuum and steam heating pipes, electrical and other appliances, are properly connected.
- (3) *Precautions when detaching vehicles* – Before detaching passenger vehicles from a train the shunter must see that the automatic couplings, links and pins, vacuum and steam heating pipes, electrical and other appliances, are properly disconnected and secured.

Shunting of live stock

143. The shunting of trucks containing live stock must be performed carefully and with as few movements as possible. Rough shunting must be avoided. Trucks containing live stock conveyed by trains other than purely live stock trains, should be so marshalled that ordinary shunting operations may be carried out without the trucks containing live stock remaining attached to the locomotive. Except where otherwise authorised by the Chief Executive (Spoornet), trucks containing live stock must not be loose or fly shunted. (See rule No. 141.)

Shunting of trains conveying explosives and other dangerous goods

144. Vehicles containing explosives or other dangerous goods must be shunted with extreme caution, and the portion of the train to which such vehicles are to be attached must be stationary when the operation is being carried out. Vehicles containing explosives or other dangerous goods must not be allowed to remain attached to a locomotive while it is employed in marshalling a train. [See subclauses 1013.6, 1013.9 and 1015.5, Section 1 of the General Appendix (Part I).]

Shunting over mass measuring bridges and turntables

145. (1) *Mass measuring bridge must not be used for regular shunting operations* – When vehicles are passed over mass measuring bridges for weighting purposes the speed of such vehicles must not exceed five kilometres an hour.
- (2) Shunting over turntables is not permitted under any circumstances. The speed of vehicles over turntables must not exceed 5 kilometres per hour.

WORKING OF LEVEL-CROSSINGS

Crossing attendant's equipment

146. A crossing attendant must be supplied with a red flag, a handlamp with a red shade only and ten detonators. (See rules Nos. 71 and 73).

Operation of barriers

147. (1) Level-crossings must be kept open for road traffic, except when it is necessary to close the barriers for the passage of trains.
- (2) Unauthorised persons must not be allowed to interfere with or operate barriers.

Barriers worked by a train-control officer

148. (1) *Double and single lines* – On double or single lines, where there is a train-control officer on duty in a signal cabin from which barriers are controlled, the train-control officer must, on the approach of a train, close the barriers and place the fixed signal or signals protecting the crossing at “all-right” or “proceed”. The train-control officer must not reopen the barriers until the train has passed clear of the crossing and the signal or signals have been replaced at “danger”.

- (2) *Double lines only* – Where, on double lines, there is a train-control officer on duty in a signal cabin from which barriers are controlled, and the crossing is not protected by two “stop” signals in the “up” or “down” direction, as the case may be, the train-control officer must not, except where otherwise laid down in the local appendices, allow the crossing to be occupied by heavy vehicles or droves of animals after accepting a train. Should such a crossing be occupied by heavy vehicles or droves of animals the train-control officer must not accept a train until the crossing is clear.

Barriers and/or signals worked by a crossing attendant

149. (1) *Operation* – Where barriers and/or fixed signals are worked by a crossing attendant, he must close the barriers and place the signals, where provided, at “all-right” or “proceed” as soon as he hears or sees a train approaching or receives warning of its approach by bell signal, locomotive whistle or other means. He must not replace the fixed signals to “danger” or re-open the barriers until the train has passed clear of the level-crossing.
- (2) *Observance* – A driver must not pass a level-crossing signal at “danger” or foul a level-crossing to which it applies except when the signal is defective and oral instructions or an “all-right” or “caution” hand-signal is given by the crossing attendant. [See rule No. 235(11)(b).]

Lights on barriers

150. When a lamp is fixed to a barrier the lamp shows a red light to road traffic when the barriers are closed at night. When the barriers are open to road traffic the red lights are not visible from the road.

Road traffic not to be stopped on line

151. Where barriers are not controlled by a lever but are operated separately, and the road traffic is approaching from one direction only, the barrier furthest from the traffic must be opened first. When road traffic is approaching the level-crossing from both directions, the barriers must be opened in such order as will allow the road traffic to pass clear of the line as quickly as possible.

Control of wicket gates

152. Where a wicket gate is equipped with a locking device worked from a lever frame, the train-control officer or crossing attendant, as the case may be, must utilise this device whenever necessary to prevent persons gaining access to the line.

Level-crossing without barriers

153. At level-crossings not equipped with barriers, but at which a crossing attendant is on duty, the crossing attendant must stand in a position to be clearly seen by road traffic when a train is approaching and display a “danger” hand-signal to road traffic.

Crossing attendants to watch passage of trains

154. A crossing attendant must pay particular attention to trains passing over the level-crossing at which he is on duty. Should he observe anything wrong in connection with a train he must show a “danger” hand-signal to the driver. After the train has passed he must place two detonators on the rail and be ready to show a “danger” hand-signal to the next following or opposing train.

Level-crossings to be kept free from obstructions and defects reported

155. (1) A crossing attendant must keep the space between the running rail and the inside guard-rail clear of stones, dirt or other obstructions.
- (2) A crossing attendant must drive off any stray animals that may be on railway property at or near a level-crossing.
- (3) A crossing attendant must make frequent tests of the working of the various appliances provided at the crossing at which he is stationed and report to the official in charge without delay any defects in such appliances.

Lightning of lamps at level-crossings

156. (1) When lamps are fixed near to barriers at a level-crossing at which a crossing attendant is on duty at night, he must ensure that the lamps are burning properly.
- (2) Lamps fixed on barriers at a level-crossing must be kept alight from sunset to sunrise and during the prevalence of fog, except where otherwise laid down in the local appendices.

Working of tram crossings

157. (1) A tram-crossing signal has a square ended arm, similar to a home signal.
- (2) *Operation* – Where semaphore signals are provided for the protection of tram crossings, the normal position of the signals is at “all-right”. The crossing attendant, before authorising a movement on the tram line to cross the railway, must place the semaphore signals at “danger” and must not restore the signals to “all-right” until the movement has been completed and is clear of the railway line.
- (3) *Observance* – A driver must not pass a tram crossing signal at “danger” or foul the tram crossing to which it applies, except when the signal is defective and an “all-right” hand-signal is displayed by the crossing attendant.

ACCIDENTS

Accidents and obstructions

158. (1) *Reporting accidents* – Particulars of an accident or of an obstruction on any part of the track must immediately be reported to the official in charge of the station or signal cabin on each side of such accident or obstruction and also to all other stations likely to be affected. The official in charge who first receives the information of an accident or an obstruction, must report full particulars thereof in accordance with the instructions contained in Section 10 of the General Appendix (Part I).

- (2) *Official in charge to be called* – When an accident or other incident likely to affect the safe working of trains occurs after the official in charge has gone off duty, that official must be promptly notified and he must resume control.
- (3) *Personal injuries* – When an accident occurs involving personal injury, the official in charge must render assistance to the injured. Should medical aid be required, the official in charge must summon the emergency medical services. The names and addresses of persons injured must be promptly provided to the central operations office, and the names and addresses of eye-witnesses must also be obtained and included in the detailed report to be submitted by the official in charge.
- (4) *Serious injuries* – In cases of serious injury when the injured persons require to be removed to the nearest hospital, such persons must be accompanied by a competent employee. [See clause 10003.0, Section 10 of the General Appendix (Part I).] Prompt action must also be taken to notify the relatives or friends of the whereabouts and condition of the injured.
- (5) *Fatal accidents* – In the case of death resulting from an accident, the official in charge must at once arrange, if necessary, for the body to be placed clear of the lines and advise –
 - (a) the nearest police officer, and arrange with him for the temporary disposal of the body;
 - (b) the relatives or friends of the deceased;
 - (c) the Chief Executive (Spoornet).

Thereafter the official in charge must obtain and submit to the central operations office full reports from all concerned.

- (6) When a body is found in the section, or in the event of a fatal accident occurring in the section, the driver or other employee by whom the body is found, or who is first at the scene of the accident must, when necessary, place the body clear of the lines and thereafter the train may proceed if all is in order for it to depart. The driver or other employee must report the matter to the official in charge at the nearest station or at the station in advance.

PART V

GENERAL TRAIN WORKING: DUTIES OF TRAIN AND STATION PERSONNEL

LOCOMOTIVE PERSONNEL SIGNING ON AND OFF DUTY – READING OF NOTICES – DRIVERS AND DRIVERS' ASSISTANTS TAKING OVER DUTIES – DRIVERS TO KNOW THE LINE – TRAINS WORKED BY TWO OR MORE LOCOMOTIVES – DRIVERS AND DRIVERS' ASSISTANTS TO KEEP A GOOD LOOKOUT – DRIVERS TO OBEY SIGNALS, AND KEEP CLEAR OF POINTS – DRIVERS TO ASSIST IN MARSHALLING TRAIN – DRIVERS' ASSISTANTS DUTIES WHEN TAKING OVER DUTY – DRIVERS' ASSISTANTS DUTIES AFTER TAKING OVER DUTY – LUGGAGE HANDLERS' RESPONSIBILITY FOR MAILS AND PARCELS – STARTING OF TRAINS – DISPLAY OF "THROUGH" HAND-SIGNAL – TRAINS SHUNTED FOR OTHERS TO PASS – DRIVERS' ASSISTANTS TO KEEP A GOOD LOOKOUT – TRAINS SETTING BACK – IRREGULARITIES AND DEFECTS TO BE REPORTED – RESPONSIBILITY OF LOCOMOTIVE AND STATION PERSONNEL IN CONNECTION WITH TRAIN TOKENS – ADMITTING TRAINS TO STATIONS: SINGLE LINES – OPERATION OF POINTS AT INTERLOCKED STATIONS WHEN CROSSINGS BEING EFFECTED – RULE OF ROAD – TRAINS CROSSING AT INTERLOOPS, TOKEN AND ORDER STATIONS – DRIVERS TO STOP SHORT OF CLEARANCE MARK – NORMAL POSITION OF POINTS – SHUNTING INSIDE AND OUTSIDE AREAS PROTECTED BY FIXED SIGNALS – MOTOR TROLLEYS – WORKING OF MATERIAL TRAINS – ANNOUNCING OF SPECIAL TRAINS.

Signing on and off duty

159. (1) Every member of the locomotive personnel must enter in the book, kept for the purpose, the time he comes on and goes off duty, and each entry must be signed by the employee concerned.
- (2) On going off duty, every member of the locomotive personnel must, when possible, ascertain the time at which he is required to resume duty.

Notices to be read by locomotive personnel

160. (1) *Locomotive personnel to read notices* – Every member of the locomotive personnel, before commencing duty, must ascertain, from the circulars furnished him or from the notices displayed for his information, whether there is anything which required his special attention on the line over which his train is to be worked.
- (2) *Locomotive personnel to be advised of exceptional working* – Should the official in charge of a station or locomotive depot receive, at short notice, advice of any exceptional working, such as the running of special trains, cancellation of trains, and speed restrictions, he must furnish particulars of such advice to all locomotive personnel concerned who have signed on duty but have not yet left the station or depot, as the case may be.

Duties of drivers and drivers' assistants

161. (1) *When taking over locomotives* – A driver and a driver's assistant must be on duty and take charge of their locomotive at the appointed time. Unless otherwise provided in these rules, the General Appendix (Part I), local appendices or other written instructions, a driver must satisfy himself that the locomotive is in proper working order and, where applicable, it has an adequate supply of oil, fuel, sand and water. All concerned must see that the locomotive is attached to the train for which it is intended, fifteen minutes before the scheduled time of departure, except where otherwise laid down in local appendices.
- (2) *Defects to be reported* – A driver must report all defects and deficiencies which he observes in a locomotive or its equipment, at the end of the journey in the prescribed manner.

Driver's equipment

162. A driver must have with him on his locomotive the tools and equipment as laid down in clauses 9055.0 and 9056.0, Section 9 of the General Appendix (Part I), and such other tools and equipment as may be ordered by the official in charge of a locomotive depot.

Coal and locomotive equipment to be safely placed

163. A driver and a driver's assistant must see that the coal on the tender of their locomotive has not been stacked at a height beyond the maximum loading gauge for the section of line over which the locomotive is required to run, and that the coal is so placed that it will not fall off when the locomotive is moving. They must also see that the fire-irons and tools are so placed that they will not fall off.

Locomotives in steam, electric locomotives and electric motor coaches with raised pantographs, and electric driving trailers coupled to electric motor coaches with raised pantographs and diesel locomotives with engines running, to be attended

164. (1) *Driver and driver's assistant to be on locomotive* – Unless working without a driver's assistant over the section and under the circumstances concerned has been provided for in these rules, the General Appendix (Part I), the local appendices or other instructions, a locomotive in steam, diesel locomotive with engine running, an electric locomotive or motor coach with raised pantographs, and an electric driving trailer coupled to an electric motor coach with raised pantograph, may be put in motion on a running line or siding outside the locomotive yard only when both the driver and driver's assistant are with it or on it as required.
- (2) *When driver and driver's assistant may vacate footplate* – A driver and a driver's assistant on duty, must not both at the same time (or the driver only when working without a driver's assistant has been provided for) vacate the footplate of their/his locomotive, motor coach or driving trailer unless in the judgement of the driver the circumstances require this to be done. When the footplate is vacated the driver is responsible for ensuring the safety of the train against possible movement, and he must take such action as is required to achieve this. As a minimum the following actions must be performed:

- (a) When the footplate will be left unattended for a period which the driver expects will not exceed ten minutes and the driver will retain direct access to the footplate train –
 - (i) the automatic train brakes and the independent locomotive brakes must be fully applied; and
 - (ii) in the case of a steam locomotive, the regulator and drifting valve must be closed, the reversing lever must be placed in mid-gear, and the cylinder cocks must be left open;
 - (iii) in the case of a diesel or an electric locomotive, the master controller reversing key must be removed;
 - (iv) in the case of an electric motor coach or driving trailer, the master controller reversing key and the control switch key must be removed.
 - (b) When the footplate will or may be left unattended for longer than ten minutes, or when the footplate will be left unattended and the driver will not retain direct access to the footplate or train, the driver must, in addition to the actions outlined in subclause (2)(a) hereof, fully apply the locomotive hand-brakes and, depending on the gradient on which the train is standing, fully apply a sufficient number of train hand-brakes at the front of the train (and also at the rear of the train if, in his judgement, this is required) to ensure that the train will be held stationary even should all automatic train brakes and independent locomotive brakes leak off completely.
- (3) When a driver and a driver's assistant (or the driver only when working without a driver's assistant has been provided for) vacate the footplate of their/his locomotive, in the circumstances other than provided for in the preceding subclause (2) hereof, the train must be placed within the clearance marks in a siding, and secured in the manner prescribed in subclause (2)(b) hereof. In addition, the locomotive or motor coaches must be shut down and safely stabled in accordance with the particular procedure applicable to the type of motive power concerned as described in the General Appendix (Part I), the local appendices or other applicable instructions.
 - (4) The provisions of the foregoing subclauses (1) to (3) are also applicable to shunting locomotives with or without vehicles attached.

165. VOID

Driver's assistant's duties

- 166. (1) *Driver's assistant under orders of driver* – A driver's assistant on a locomotive is under the direction of the driver. The driver's assistant must promptly obey the driver's instructions.

Coupling and uncoupling locomotives

167. (1) *Driver's assistant to couple and uncouple locomotive* – Except where another qualified employee is available for the duty, a driver's assistant must couple or uncouple, as the case may be, all connections between the locomotive and the train at the starting points and at the terminal, and also at intermediate stations where the locomotive is detached for locomotive purposes.
- (2) *Driver to see that locomotive is securely coupled* – Before commencing a trip, and also before starting from an intermediate point where the locomotive has been uncoupled for locomotive purposes, the driver must see that the locomotive is securely coupled to the train.

Driver to know the line

168. (1) A driver must not, and must not be allowed to, drive a locomotive over any portion of a running line with which he is not acquainted unless accompanied by a driver or a Section Manager (Train Traffic) who is familiar with that portion of the running line. [See clause 9038.0, Section 9 of the General Appendix (Part I).]
- (2) A driver must not, and must not be allowed to, drive a locomotive over sidings with which he is not acquainted unless he is accompanied by a driver or a Section Manager (Train Traffic) who is familiar with such sidings. Should any alterations or additions be made to the layout of any sidings, subsequent to a driver having become acquainted with such sidings, and a driver or a Section Manager (Train Traffic) is not readily available to accompany such driver and explain the alterations or additions, it shall be his duty to satisfy himself, either by first walking along the sidings, or by visual inspection, that he can drive with safety over such altered or additional portions of the sidings. When he has so satisfied himself he may – and if required by competent authority he must – drive over such altered or additional portion of the sidings without being accompanied by one of the employees mentioned in this rule.
- (3) The fact that a driver is accompanied as provided in this rule does not relieve him, if he is at the controls, of his responsibility as driver of the locomotive.

Train worked by two or more locomotives

169. When two or more steam locomotives, or two or more electric or diesel locomotives not working in multiple, are employed to work a train, the driver and driver's assistant of the leading locomotive are responsible for the observance of signals. The driver of the leading locomotive is responsible for the working of the vacuum brake. The driver of the second locomotive must watch for and act upon the signals given by the driver of the leading locomotive. The driver of the second locomotive is, however, not relieved of the responsibility of observing and acting upon all signals governing the safe working of the train. [See clause 1026.0, Section 1 of the General Appendix (Part I).]

Starting and stopping trains

170. Drivers must carefully start and stop their trains so as to avoid jerking and bumping. [See subclause 1026.3, Section 1 of the General Appendix (Part I).]

Drivers and drivers' assistants to keep a good lookout

171. A driver must keep a good look-out ahead while his train is in motion and especially where exceptional or dangerous circumstances may occur. The driver's assistant must also keep a good look-out ahead when not engaged in other locomotive duties. Drivers, except drivers of motor coach trains, and driver's assistants must also frequently and at suitable places, look back to see that the train is travelling safely. When circumstances make it necessary or desirable, the driver must arrange for the driver's assistant to be free to keep a look-out.

Whistle to be sounded

172. A driver must sound one long whistle –
- (a) when starting from a station, halt, interloop, inter-siding or signal cabin, except where otherwise laid down in the General Appendix (Part I) and local appendices;
 - (b) when approaching a distant signal at "caution", an outer home, an intermediate home or a home signal at "danger";
 - (c) when approaching a station, halt, interloop, inter-siding or signal cabin where a train is shunting or at a standstill on an adjoining line;
 - (d) to warn employees at work on or near the line;
 - (e) when approaching whistle boards and level-crossings [see subclause 9007.11, Section 9 of the General Appendix (Part I)];
 - (f) when persons or animals are seen to be on or near the line.

Drivers to obey signals and keep locomotives clear of points

173. (1) *Obedience to signals* – A driver and a driver's assistant must be vigilant and cautious. They must give immediate attention to and promptly obey all signals.
- (2) *Driver must see that signal is at "all-right", "proceed" or "caution" when passing it* – A driver, having observed a signal in the "all-right", "proceed" or "caution" position for his train or locomotive to proceed, must, before the locomotive actually passes the signal, see that it is still in the "all-right", "proceed" or "caution" position. Where a train locomotive stands beyond a signal authorising the departure of the train, arrangements must be made before the train departs for the train to set back to where the driver can observe the signal from the locomotive, except where otherwise provided in the local appendices.
- (3) *Trains not to foul running lines* – (a) A train standing on a running line at a telegraph station must not be moved forward or set back, nor may a train be allowed to foul an adjoining running line, until the permission of the train-control officer has been obtained. This permission must be obtained in the following manner:
- (i) *Where fixed signals to control the movement are provided* – By operation of fixed signal(s), where provided, to control such movement. In addition, the prescribed hand-signal or oral instructions must be given to the driver, either by the train-control officer or the employee in charge of the movement. (See rules Nos. 129 and 135.)

- (ii) *Where fixed signals to control the movement are not provided* – By oral instructions and the prescribed hand-signal given to the driver where fixed signal(s) to control the movement are not provided. These instructions and hand-signal must be given by the train-control officer or by the employee in charge of the movement, provided that in the case of the latter employee he first obtains the oral permission of the train-control officer. (See rules Nos. 129 and 130.)
- (b) At a place other than a telegraph station, the permission referred to in paragraph (a) hereof must be given by the driver's assistant.
- (c) *Train-control officer to use lever collars* – Immediately a train-control officer has given permission for a train to foul an adjoining running line at a station in terms of paragraphs (a)(i) and (ii) hereof, he must place lever collars or other "reminders" on the relevant signal levers. [See rules Nos. 99(6), 209(3) and 217(2), also clause 8006.0, Section 8 of the General Appendix (Part I).]
- (4) *Derailer* – If a shunting locomotive is brought to a standstill at or near a derailer, the driver must satisfy himself that such derailer is in the correct position before moving the shunting locomotive over it.
- (5) *Locomotives in a locomotive yard* – A driver must not move his locomotive from a locomotive yard on to traffic sidings and running lines unless he obtains a signal or oral permission to do so from an authorised employee.

Signals not clearly visible

- 174. (1) When a driver is approaching a station, junction or interloop, and, owing to fog or other conditions, the signals cannot be clearly seen, he must reduce speed, sound the locomotive whistle and be ready to stop the train if a "danger" signal is displayed or if the line immediately ahead is occupied.
- (2) A driver must promptly report all cases where signals cannot be distinctly seen, or where colour-light signals display dim aspects.

Livestock and wild animals on or near the line

- 175. When a driver sees livestock or wild animals on or near the line or close to unfenced portions of the line, he must sound the locomotive whistle, reduce speed, and be ready to stop, if necessary. Should livestock or wild animals be struck, the train must be stopped and the line cleared of any obstruction. The driver must report the matter at the next station and in writing to the official in charge at his home depot. The track master must be advised by the driver, if practicable, and also by the station official in charge. Struck animals may not be removed by train.

176. VOID

Speed of trains over points and curves

- 177. A driver must so regulate the speed of his train as to ensure a safe and steady passage around curves and over points and crossings. The speed limits contained in the General Appendix (Part I), local appendices or special notices must be observed. Where a speed board is provided, the speed indicated thereon must not be exceeded.

Trains stopping at platforms

178. In the event of a passenger or mixed train, or a portion thereof, being stopped short of or beyond a platform, the driver must not move the train until he obtains a signal from an authorised employee. The latter employee, before giving such signal, must satisfy himself that passengers are not boarding or leaving the train.

Discharge of hot water or fire

179. (1) A driver or driver's assistant must not discharge hot water, fire or cinders from the locomotive when passing through a tunnel or crossing a bridge; neither may he clean fires over points and crossings nor where grass or other flammable matter is close to the line. [See clause 9040.0, Section 9 of the General Appendix (Part I).]
- (2) Drivers of locomotives must take steps to prevent the fires of their locomotives from being shaken, raked or thrown out whilst their locomotives are in close proximity to petrol tank-trucks, petrol containers, petrol installations or explosives trucks. [See subclauses 1013.11 and 1015.10, Section 1 of the General Appendix (Part I).]

180. VOID

Drivers to assist in marshalling trains

181. A driver, when required, must assist in marshalling his train. He must also obtain from the driver's assistant particulars in regard to the number of axles, mass of train and, as far as possible, the nature of the work to be performed on the journey. (See rules Nos. 184 and 185.)

182. VOID

Drivers' assistants duties when taking over duty

183. (1) *Drivers' assistants to be in attendance at proper time* – A driver's assistant must report for duty and be ready to take charge of his train at the appointed time and place.
- (2) *Drivers' assistants to have necessary equipment* – A driver's assistant must have with him the equipment as laid down in clause 9036.0, Section 9 of the General Appendix (Part I), and such additional equipment as may be ordered by the official in charge.
- (3) *Drivers' assistants to know the line* – A driver's assistant must be acquainted with the line over which his train has to travel.

Driver's assistant's duties after taking over duty

184. (1) *Correct time to be obtained* – Before departing on a journey, the driver's assistant must obtain the correct time from the authorised station official. If necessary, he must set his watch accordingly, and he must compare his time with that indicated by the station clock at the end of the journey. When necessary, he must compare his watch with the clocks at stations on the journey.
- (2) *Train to be properly marshalled and completed* – A driver's assistant must, before a train departs on the journey, see that the vehicles are correctly marshalled, that the marker is in position, that the other necessary train indicators are provided, that all vehicles are properly coupled, and that the vehicle doors are securely closed or fastened. He must examine the rear vehicle and ensure that no vehicles other than those intended for his train have become inadvertently attached. He must also see that a coupling link is not left in the trailing buffer of the rear vehicle of his train.
- (3) *Sufficient vacuum brake power to be maintained* – A driver's assistant must see that the vacuum brake connections have been correctly made throughout the train and that the necessary brake power is available before departing and during the journey. He must also observe the instructions laid down in clause 1019.0, Section 1 of the General Appendix (Part I) regarding the operation of the vacuum brake.
- (4) *Train to be examined on journey* – (a) While on the journey the driver's assistant of a goods train or a mixed train must examine the loads, tarpaulins, ropes, chains and crane fastenings frequently, and make adjustments when necessary.
- (b) Whilst his train is waiting crossings, locomotive watering, etc., the driver's assistant must avail himself of every opportunity to walk along both sides of the train and satisfy himself that all is in order. When time is insufficient to examine both sides of the train, alternate sides must be examined at different places.
- (5) *When attaching or detaching vehicles on journey* – Should a vehicle be detached from or attached to the rear of a train, the driver's assistant must see that the marker, and at night the train indicators, are removed and replaced in the correct positions on the train. He must also see that the provisions of subclause (2) hereof are complied with.
- (6) *Train journal and vehicle list* – A driver's assistant must compile his train journal and list of vehicles in accordance with the instructions contained in clauses 9026.0 to 9030.0 inclusive, Section 9 of the General Appendix (Part I).

Drivers' assistants to advise drivers of loads

185. Before starting, and on the journey, the driver's assistant must furnish the driver with as much information as possible concerning the shunting and other work to be performed; he must also furnish the driver with particulars of the number of axles and the mass of the train. [See also subclause 1013.11, Section 1 of the General Appendix (Part I).]

Conveyance of livestock

186. Before starting, and on the journey, a driver's assistant must see that the doors of trucks conveying livestock are properly closed, except where an attendant travels in the same truck as livestock, when one upper section of one of the truck doors must be left open and securely tied back against the side of the truck. The driver's assistant must frequently inspect the trucks on the journey and satisfy himself that the animals are travelling safely.

Luggage handlers' responsibility for mails and parcels

187. (1) *Discrepancies to be reported* – A luggage handler is responsible for the mails, parcels, luggage and tranships entrusted to him, and for their safe delivery at the stations to which they are consigned. All discrepancies must be reported by him. [See clause 9035.0, Section 9 of the General Appendix (Part I).]
- (2) *Handing over train at end of journey* – At the end of his journey a luggage handler must not leave the train until all mails, parcels, luggage and tranships, together with the relevant documents, have been delivered to the employees authorised to receive them.

Private property of employees to be booked

188. An employee must not have in his possession on a train any article other than those which he is authorised to have, unless such articles have been booked.

Drivers' assistants handing over trains

189. (1) *Passenger or mixed trains* – On completion of his journey a driver's assistant, working a passenger or mixed train, must hand over such train to the relieving driver's assistant or other authorised employee.
- (2) *Goods trains* – On completion of his journey a driver's assistant, working a goods train, must hand over such train to the yard inspector or other authorised employee.

Locomotive personnel to obey station official in charge

190. Locomotive personnel, when within the area protected by fixed signals at a station, are under the orders of the official in charge. [See clause 1031.0, Section 1 of the General Appendix (Part I).]

Starting time of passenger or mixed trains

191. A passenger train or a mixed train must not be allowed to depart from a station or halt before the time shown in the time-tables published for the information of the public. [See subclause 1010.6, Section 1 of the General Appendix (Part I).]

Starting of trains

192. (1) *“Train may depart” signal to driver* – The “train may depart” signal to a driver for a train to start must be given by the station official in charge or other authorised employee. During the day, when the “train may depart” signal is displayed for the departure of a train, the station official in charge or other authorised employee must be in possession of a white and a red flag.
- (2) *Starting of trains from unattended places* – At unattended places, the train manager must see that all is in order before giving the intimation that the train may depart. [See clause 1047.0 of the General Appendix (Part I).]
- (3) *Line to be clear and, where applicable, token to be held by driver* – Except as laid down in local appendices, the authorised station official must not, at stations on single lines, give the “train may depart” signal to the driver until he has satisfied himself that the line ahead is clear, the points are correctly set, the prescribed interval has been observed, and, except where non-token working is in operation, the proper token has been delivered to the driver.
- (4) *Driver to obtain “train may depart” signal and see that line is clear* – A driver, before starting a train, must obtain the “train may depart” signal and satisfy himself that the gauge in the locomotive indicates the required vacuum, the line ahead is clear and that fixed signals, where provided and applicable, are at “all-right” or “proceed”. When proceeding on a single line, other than where non-token working is in operation, a driver must ensure before departing that he holds the correct token for the section ahead. [See rule No. 204 and subclauses 1019.4 and 1019.5 of the General Appendix (Part I).]
- (5) *Train stopped en route* – Should a train have stopped en route at any place which is not a booked or conditional stopping place for the train, the driver must not proceed without having received the “train may depart” signal, except when the train has stopped merely on account of a signal being at “danger” and the nature of the place and the character of the train will not give the rise to waiting passengers trying to entrain. [Also see rule No. 99(5).]

193. VOID

194. VOID

195. VOID

Display of “through” hand-signal to non-stopping trains

196. (1) *“Through” hand-signal to be displayed by train-control officer* – On single lines, when a train is not scheduled to stop at a station, the train-control officer must, provided the line through the station is clear and, except where non-token working is in operation, the correct token for the section ahead has been obtained, display the “through” hand-signal to the driver to indicate that the train is not required to stop. Where a distant signal is provided and that signal may be operated for the train in accordance with rule No. 33(1)(b), the “through” hand-signal must not be displayed if the distant signal is at “all-right”. (See rule No. 114.)
- (2) *Driver to acknowledge “through” hand-signal* – When the “through” hand-signal is displayed to a driver, he must sound a short whistle in acknowledgement thereof.

Trains which must be shunted for others to pass

197. (1) *Goods and material trains* – Goods and material trains must be shunted clear of the running line in sufficient time to prevent delay to passenger trains.
- (2) *Train to be placed in siding* – When a train has to be shunted from a running line it must, where practicable, be shunted into a siding and not on to another running line.

198. OOP

Trains setting back

199. [**Note:** *Trains longer than 50 trucks and trains being hauled by more than four locomotives, may only set back after authority has been obtained from the central operations office.*]
- (1) When a train has to set back for any reason in the wrong direction on a running line, it may only set back after authority has been obtained from the train-control officer [see subclause 7015.3, Section 7 of the General Appendix (Part I)], except –
- (a) if the train becomes divided and the driver sets back with the front portion to the rear portion; or
 - (b) when it is running over reverses; or
 - (c) when the train has passed a platform next to which it had to stop [see subclause 7015.3.1.2, Section 7 of the General Appendix (Part I)]; or
 - (d) if it is material train working with the permission of the train-control officer (see applicable instructions with the regard to the running of material trains in the respective train control systems).
- (2) During the setting back movement the driver's assistant or other competent employee must ride upon or walk ahead of the leading vehicle, and where radio's are supplied, keep in contact with the driver continuously.

- (3) The driver must set back his train cautiously, sound the locomotive whistle frequently, keep a good lookout and act promptly upon hand-signals or verbal instructions.
- (4) During the setting back movement all the signals, where provided, must be observed and all level crossings that cannot be protected by means of barriers must be protected by the driver's assistant or other competent employee as in the case of a shunting movement.
- (5) When a train sets back and must enter a station, the employee riding upon or walking ahead of the leading vehicle, must stop the train at the outermost absolute "stop" signal, or if there are no signals, at the facing points. In the case of an absolute block section the train must be stopped not less than 100 metres short of the signal controlling entrance to the block section and place a detonator on the rail opposite that signal. The train must not be moved until the driver's assistant has obtained the train-control officer's permission.

200. VOID

Irregularities and defects to be reported

201. Should a driver or a driver's assistant observe –

- (a) a defect or irregularity in the working of signals, indicators, or points;
- (b) a defect or irregularity in the line, vehicles, fences, telegraph lines, structures or level-crossings; or
- (c) a grass fire on or near the line,

which may affect the safety of trains, steps must, if necessary, be taken to protect other trains. The circumstances must be reported at the next station. The track master must be advised, if necessary, and a written report must also be made to the official in charge of the home depot. The driver's assistant must also record particulars on his journal.

Defective vehicles on trains

202. Should complaint be made as to the running of a passenger vehicle, or should a driver's assistant or a driver become aware of a defect in the running of a vehicle on a train, he must inform the official in charge or, if running in section, the official in charge at the next station in advance. The driver's assistant must also record full particulars on his journal. In the absence of truck maintenance personnel, the driver must decide whether the defect can be promptly remedied or whether the vehicle is not safe to travel. If the vehicle is not safe to travel it must be detached. [See clauses 9123.0 and 9124.0, Section 9 of the General Appendix (Part I).]

203. VOID

Proper token to be delivered to and carried by drivers

(Applicable to single lines only, except where non-token working in operation.)

204. (1) *Drivers not to proceed without proper token* – A driver must not depart from a station or interloop until he has read the inscription on the token delivered to him and has assured himself that it is the correct token for the section over which he is about to travel. In the case of a non-stopping train, the driver must immediately read the inscription on the token and assure himself that it is the correct token for the section ahead. A driver must also comply with the conditions governing the acceptance of tokens applicable to the method of train working in operation over the particular section he is about to travel, as laid down in the General Appendix (Part I).
- (2) *More than one locomotive working a train* – When two or more locomotives are working a train, the token must be delivered to and carried by the driver of the leading locomotive. (See rule No. 169).
- (3) *When drivers to give up token* – A driver must keep the token in his custody until he arrives at the end of the section to which it applies. He must then promptly deliver it to the employee authorised to receive it except where otherwise laid down in these rules and in the General Appendix (Part I).
- (4) *Banking locomotive not proceeding through section* – When a train is assisted in the rear by a banking locomotive which is not proceeding through the entire telegraph section, the driver of that locomotive must carry a separate token. Such token must be shown first to the driver of the train locomotive and then delivered to the driver of the banking locomotive by whom it must be retained.

Drivers receiving absolute tokens

(Applicable to single lines only.)

205. A driver in possession of an “absolute” token must be prepared to find the line occupied inside the area protected by fixed signals at the telegraph or token station in advance. [See rule No. 220 and clause 11007.0, Section 11 of the General Appendix (Part I).]

Responsibility for exchange of tokens

(Applicable to single lines only, except where non-token working in operation.)

206. (1) *Employees authorised to exchange tokens* – The employees authorised to deliver or receive tokens are: a train-control officer, a driver’s assistant, a driver and an employee (wearing a uniform or a distinctive badge) who has been authorised by the Chief Executive (Spoornet).
- (2) *Train-control officers to see that correct token is delivered* – A train-control officer must not deliver a token to a driver until the points have been correctly set for the departure of the train and the line through the station into the section ahead is clear. He must, before delivering or on receiving a token, read the inscription thereon and assure himself that it is the correct token for the section concerned. The train-control officer must also obtain the token from the driver immediately on arrival of the train, except where otherwise laid down in the General Appendix (Part I).

- (3) *Drivers' assistants to see that the correct token is delivered* – When a driver's assistant is required to receive or deliver a token he must, as soon as it comes into his possession, read the inscription thereon and assure himself that it is the correct token for the section concerned.
- (4) *Responsibility of train-control officers and locomotive personnel* – When a token is delivered to or received by any authorised employee [as provided in subclause (1) hereof], other than a train-control officer, driver or driver's assistant, such train-control officer, driver or driver's assistant will not be relieved of the responsibility for seeing that the token, so dealt with, is the correct one.

207. VOID

208. VOID

Admitting trains into stations

(Applicable to single lines only.)

209. (1) *Trains crossing or passing at stations* – When trains have to cross or pass each other, only one train at a time may be admitted into a station, except where otherwise specially authorised by the Chief Executive (Spoornet). No other train may be admitted until the first train admitted has come to a standstill and all is in order for the safe passage of the second train. When two opposing trains approach a station at the same time, preference must be given to the train approaching on the up gradient. When both approaches to the station are on up gradients, preference must be given to the train climbing the steeper gradient, except where instructions to the contrary are contained in local appendices.

(Applicable to both single and double lines.)

- (2) *Trains to be brought within clearance marks* – After a train has been brought to a standstill at a telegraph station, the driver must indicate to the train-control officer whether or not his train is within the clearance marks of adjoining running lines at the front by displaying –
- (a) a “danger” hand-signal when the train is not clear, or
- (b) a “clearance mark” hand-signal when it is clear inside the clearance marks.

The train-control officer must acknowledge such signal by repeating it. When a “danger” signal is displayed, prompt action must be taken by the train-control officer to have the train moved inside the clearance marks. [See clause 8006.0, Section 8 of the General Appendix (Part I).]

- (3) *Train not to be moved forward or set back without authority of train-control officer* – After a train has come to a standstill within the clearance marks at a telegraph station, the driver's assistant must not authorise the driver to move forward or set back until he has obtained the oral permission of the train-control officer. [See rule No. 173(3).]

- (4) *Operation of points at interlocked stations when crossing being effected (single and double lines.)* – (a) Except as provided in paragraph (b) hereof, when trains have to cross or pass at an interlocked station, the train-control officer, must satisfy himself that the first train to arrive has come to a standstill within the clearance marks, and must thereafter immediately set the points for the line it is intended the second train shall enter, and place lever collars on the signal levers governing the occupied road.
- (b) When the first train to arrive has shunting to perform which can be commenced during the period the train is waiting to be crossed or to be passed, the points must be reversed as soon as practicable to avoid unnecessary delay, and in the meantime, use must be made of lever collars in accordance with rule No. 99(6).
- (c) When it is not expedient to place the signals for the opposing or following train at “all-right” immediately the points have been set for the line upon which that train is to be admitted, the provisions of rule No. 99(6) must be observed.
- (5) *Operation of safety bar levers at interlocked stations* – At stations where safety bars are provided, the train-control officer must on no account operate the safety bar levers for the purpose of releasing the signal levers until immediately prior to the operation of such signal levers. [See clause 8018.0, Section 8 of the General Appendix (Part I).]

Hand-signal for admitting trains

210. (1) *Method of hand-signalling* – The proper “all-right” hand-signal to admit a train into a station or interloop by day is a green flag, and, at night, a lamp, showing a green light, held steadily in the hand.
- (2) *Employee to be in possession of both red and green hand-signals* – When admitting trains into stations or interloops by hand-signal, the employee responsible must carry with him a red and a green flag during the day, and a lighted hand-lamp at night.

Admitting trains into stations not equipped with semaphore signals

(Applicable to single lines only.)

211. (1) *When a crossing is not taking place* – When a train is to be admitted to the main line at a station not provided with semaphore signals and is not required to cross or pass another train, the “all-right” hand-signal may be displayed by the responsible employee from the platform, provided he is satisfied that the line to which the train is to be admitted, is clear and that the points are correctly set and securely locked. The responsible employee must satisfy himself, by personal inspection as near as possible to and before the time of arrival of the train, that these conditions obtain. The provisions of rule No. 210(2) must be complied with.

- (2) *When trains are crossing or passing each other or are admitted to a line other than the main line* – When trains have to cross or pass each other, or have to be admitted to a line other than the main line, at a station not provided with semaphore signals, the “all-right” hand-signal to admit each train must be displayed at the facing points by the train-control officer or other authorised employee. Before displaying the signal, the responsible employee must satisfy himself that the line, to which the train must be admitted, is clear and that the points are correctly set and locked or held securely for the passage of the train. The provisions of rule No. 210(2) must be complied with. [See clause 9012.0. Section 9 of the General Appendix (Part I).]
- (3) *Drivers to obtain signal before entering station* – When a train is to be admitted to a station not provided with semaphore signals, the driver may only enter that station after receiving an “all-right” hand-signal. If such signal is not given he must bring his train to a standstill outside the facing points and remain there. He must sound the locomotive whistle and, if a hand-signal is not then displayed, he must send his driver’s assistant to remind the train-control officer as to the position of the train.
- (4) *Trains approaching junction simultaneously* – When two trains are approaching a junction not provided with semaphore signals, at the same time, the train-control officer or other authorised employee admitting the trains, must not display the “all-right” hand-signal to either of such trains. After both trains have come to a standstill, the train-control officer or other authorised employee must give the driver of the first train to be admitted, an oral instruction to enter the station.

Admittance of trains to stations equipped with fixed signals

(Applicable to single lines only.)

- 212. (1) *Admittance of trains when semaphore signals at detector-locked stations are at “all-right”* – At a station equipped with detector-locked semaphore signals and where the hand-points can be key-locked for either the main or loop line, a train may be admitted to such station by semaphore signal, only after the responsible employee has satisfied himself that the line to which such train is to be admitted is clear and that the hand-points are securely locked. [See rule No. 27(2).]
- (2) *Admittance of trains to stations when the line is clear but fixed signals are at “danger”* – When a train is to be admitted to a station and it is necessary to authorise the driver to pass the fixed signal at “danger”, the terms of rule No. 24(2) or 28(4)(b), as the case may be, must be complied with. Before the train-control officer or other authorised employee displays the “all-right” or “caution” hand-signal, as the case may be, he must satisfy himself that the line to which the train is to be admitted is clear, that all points over which the train has to proceed are correctly set, and, if hand-points, that they are locked or held securely for the passage of the train. [See also rule No. 28(4)(a).]
- (3) *When driver must act on hand-signal* – A driver must reduce the speed of his train to 10 km/h before acting on an “all-right” or “caution” hand-signal, as the case may be.
- (4) *Procedure when signal or points are defective* – When the signals or points are defective, the conditions laid down in regulations Nos. 100, 101 and 102 must be observed in admitting a train by an “all-right” or “caution” hand-signal, as the case may be.

Rule of road when trains cross at interloops or token stations

213. (1) When trains cross at an interloop or token station, the train must in accordance with the following table of importance, be admitted to the main line:
- (a) Breakdown trains or light locomotives proceeding to clear a section.
 - (b) Express passenger trains (name trains).
 - (c) Commuter trains.
 - (d) Fast freight trains.
 - (e) Passenger trains (except commuter trains).
 - (f) Empty coaching stock trains and mixed trains.
 - (g) Breakdown trains returning to depots.
 - (h) Goods trains (except fast freight trains).
 - (i) Light locomotives and motor trolleys.
 - (j) Material trains.
- (2) (a) If the trains are of equal importance, each train must be admitted to the left-hand road.
- (b) If three or more trains are involved in the crossing, the priority applicable to the most important train in the crossing arrangement will also apply to the less important trains proceeding in the same direction, except in cases as described in paragraph (d) hereof.
- (c) If a train that does not enjoy priority already occupies the main line for unavoidable reasons, the opposing train must be admitted to the loop.
- (d) If three or more trains are involved in the crossing, including a material train proceeding under the telegraph order system and are crossing the other trains as they are scheduled in the material train schedule, the material train, if it is the first to arrive at the interloop, must always be admitted to the siding, or, in the event of the siding being too short to accommodate the material train or there being no siding, to the loop. [See subclause 6013.10, Section 6 of the General Appendix (Part I).]

Interloops: Driver must ensure that points are correctly set before being traversed

(Applicable to single lines only.)

214. (1) When a train has to pass through an interloop or cross there at, the driver, before proceeding over the facing or trailing points, must satisfy himself that they are set for the correct route by observing the position of the hand tumbler or, where two-way points indicators are provided, the position of the appropriate disc-arm.
- (2) When trains are arranged to cross at an interloop, the driver of the train not arriving first may only enter the interloop after he has received an "all-right" hand-signal from the employee responsible for operating the points.

Trains crossing at interloops, token and order stations

215. (1) The provisions contained in clause 7014.0 of the General Appendix (Part I) must be adhered to when crossing at remote-controlled interloops.
- (2) (a) When a crossing is arranged at a non remote-controlled interloop, token station or order station, (places equipped with self-normalising points excluded), the driver of the train to be admitted to the main line must, irrespective of whether his train is the first to arrive or not, allow his driver's assistant to step down at the facing points with the necessary hand-signal equipment to despatch the train on the loop.
- (b) As soon as the train on the main line has stopped, the driver's assistant must display a "clearance mark" hand-signal to the driver and thereafter set the points for the departure of the train from the loop. After the train has passed over the points he must reset and lock the points for the main line and where two-way points indicators are fitted, ensure that the main line disc-arm is at "all-right". Where two-way points indicators are not fitted, he must ensure that the points blade is close against the stock rail before locking the points.
- (3) When the train for the loop arrives first, the driver's assistant must set the points for the loop and after his train complete has stopped within the clearance marks, display a "clearance mark" hand-signal to the driver and set and lock the points for the main line. Where two-way points indicators are fitted he must ensure that the main-line disc-arm of the indicator is at "all-right". Where two-way points indicators are not fitted, he must ensure that the points blade is close against the stock rail before locking the points.
- (4) If the driver's assistant find that his train is not clear within the clearance mark, he must display a "danger" hand-signal to the driver. The driver must not display an "all-right" hand-signal to the driver of the opposing train until the train has come to a standstill and the driver has been orally warned that the line is obstructed.

When oral instruction to be given in place of hand-signal

216. (1) *When hand-signal not to be displayed* – Should it be necessary to hand-signal a train and such hand-signal is liable to be taken by a driver for whom it is not intended, an oral instruction in place of a hand-signal must be given.
- (2) *Observance of hand-signal* – Before acting on a hand-signal, the driver must satisfy himself that the hand-signal is intended for him. If an oral instruction is given, the driver must clearly understand the instruction before acting on it.

Drivers to stop short of clearance mark

217. (1) When a driver brings his train to a standstill in a station or interloop, he must not take his locomotive beyond the clearance mark of an adjoining running line at the forward end of the station or interloop. He must draw up to the clearance mark at the forward end of the line concerned unless –
- (a) there is a fixed signal at “danger”, applicable to the running line concerned, within the clearance mark;
 - (b) there is a derailer, in the normal position, within the clearance mark [see rules Nos. 85 and 173(4)];
 - (c) a signal is exhibited indicating that the train is required to stop short of the clearance mark;
 - (d) the driver of a light locomotive, motor trolley or short train has to comply with the instructions contained in clause 8018.0, Section 8 of the General Appendix (Part I) at interlocked stations where safety bars are installed.
- (2) A driver must not move his locomotive past the clearance mark of an adjoining running line at the forward end of a station or interloop before actually departing into the section ahead. [See rule No. 173(3).] At a place other than a station, such permission and hand-signal must be given by the driver’s assistant of the train.

Normal position of points

218. (1) *Leading off running lines* – Except where otherwise laid down in local appendices, the normal position of all points leading off the running line is for them to be set and locked for the running line.
- (2) *Train-control officers’ responsibility* – At a station the train-control officer is responsible for seeing that all hand-points connected with running lines are kept in the normal position.
- (3) *Locomotive personnel’s responsibility* – At an interloop or inter-siding the driver’s assistant of a train, or in the case of a motor trolley, the driver, is responsible for seeing that all hand-points are properly set and locked in the normal position before departing.

Train-control officers to agree upon train crossing arrangements

(Applicable to single lines only.)

219. *Crossing arrangements to be made in good time in advance* – Train-control officers must come to a clear understanding in regard to all train crossing arrangements whether or not such arrangements are according to schedule. These arrangements must be made sufficiently far ahead to ensure safe and expeditious working. After a crossing arrangement has been agreed upon and one of the trains concerned has entered the telegraph section, such crossing arrangement may not be altered except as laid down in rule No. 233, or, in cases for which provision is made under one or other of the different systems of train control set forth in the General Appendix (Part I) in connection with the procedure to be followed when, for any reason, one of the trains is unable to proceed to the interloop.

Shunting on running lines

(Applicable to single lines only.)

220. (1) *Shunting outside fixed signals at telegraph stations* – The running line outside the area protected by the outermost fixed signal at a telegraph station must not be occupied for shunting purposes unless –
- (a) *on sections controlled under the Van Schoor Train Token System, also the Wooden Train Staff and Paper Ticket System* – the driver is in possession of a “non-follow” token for the section affected; or
 - (b) *on sections controlled under the Telegraph Order System* – the movement is protected by an authorised employee equipped with hand-signals and detonators. Such employee must display a “danger” hand-signal at a distance of 1.5 km., in advance of the portion of the line occupied. He must also place three detonators 20 metres apart on one rail.
- (2) *Shunting outside clearance mark where outer-home signal is provided* – (a) At stations where an outer-home signal is provided the running line outside the clearance mark but inside the outer-home signal may be occupied for shunting purposes whilst a train is approaching the station on that running line, provided the outer-home and home signals and, where provided, the intermediate home signal, are kept at “danger” but, unless the movement can be completed by the anticipated time of arrival of the approaching train at the outer-home signal, protection in the manner laid down in subclause (1)(b) hereof must be provided.
- (b) *Shunting outside clearance mark where intermediate home signal is provided, but where outer-home signal is not provided* – At stations where an intermediate home signal is provided but an outer-home signal is not provided, the running line outside the clearance mark but inside the intermediate home signal may be occupied for shunting purposes whilst a train is approaching the station on that running line, provided the intermediate home and home signals are kept at “danger”.
- (3) *Shunting outside clearance mark where outer-home signal is not provided* – At stations where the outermost fixed signal is a distant signal or a warning board, the running line outside the clearance mark but inside the area protected by the outermost fixed signal must not be occupied for shunting purposes unless the operation can be completed at least ten minutes before the expected arrival of a train at the outermost fixed signal. When, however, it is absolutely necessary to make a shunting movement outside the clearance mark, but within the limits of the area protected by the outermost fixed signal, and that movement cannot be completed in the prescribed time, the operation must be protected by an authorised employee in the manner laid down in subclause (1)(b) hereof.
- (4) *Shunting at interloops and token stations* – When shunting on a running line outside the facing points but inside the area protected by the warning board at an interloop or a token station, the terms of subclause (3) hereof must be complied with unless the driver is in possession of a “non-follow” token for the section concerned or is in possession of a token for the section concerned which authorises him to proceed under the “non-follow” principle, as the case may be.

Motor trolleys

221. (1) *To be treated as a train* – A motor trolley must be run as a train except where otherwise provided in the instructions governing the operation of motor trolleys. The rules and instructions governing the observance of signals and the particular system of train working in operation, must be observed by the driver of a motor trolley when it is running as a train.
- (2) *Driver must know the rules* – Unless a driver of a motor trolley knows the train working rules and holds a certificate to that effect, he must be accompanied by an employee possessing that knowledge and certificate, and the responsibility for observing the rules shall rest upon such employee. [See also clause 1029.0, Section 1 of the General Appendix (Part I).]

Working of material trains

222. (1) *Schedule to be worked to* – Material trains must be worked to a schedule containing the following particulars, viz. –
- (a) the date and time of starting;
 - (b) the date and time of return;
 - (c) the hours during which the material train must work;
 - (d) the place(s) at which the material train must cross other trains (applicable to single lines only);
 - (e) the places or kilometre points between which the material train must work in a telegraph section;
 - (f) the telegraph section or sections within which the material train must work;
 - (g) the place where the material train must stable each night;
 - (h) the name of the permanent way official under whose direction the train will work. [See clause 6013.0, Section 6 of the General Appendix (Part I).]
- (2) *Driver's assistant to advise train-control officer* – The driver's assistant of the material train which has to stop in a telegraph or block section, must inform the train-control officer as to the approximate time required. Before despatching the train into the section, the train-control officer must advise the driver's assistant and driver in writing at what time they must be clear of the telegraph or block section.
- (3) *Working under Wooden Train Staff and Paper Ticket system or Van Schoor Train Token system* – When working under the Van Schoor Train Token system or the Wooden Train Staff and Paper Ticket system, the driver of a material train which has to work in section, must be given a "non-follow" token. The train-control officer must give the driver and driver's assistant written instructions stating to which end of the telegraph section the token is to be taken.

- (4) *One material train to work in a section* – (a) Except when instructions are issued to the contrary by the Chief Executive (Spoornet), only one material train at a time may work in a telegraph or block section.
- (b) *Working by night or during foggy weather* – Except when instructions are issued to the contrary by the Chief Executive (Spoornet), a material train may not work in a telegraph or block section at night or during foggy weather.
- (5) *Material train to be accompanied by a track master* – Every material train must be accompanied by a track master and, when necessary, also by a track inspector. Such employee or employees must carry out the train-control officer's instructions regarding the running of the material train and must inform the driver's assistant where stoppages have to be made. They must see that the work is performed within the time laid down by the train-control officer.
- (6) *Doors of material trucks to be closed* – The doors of the trucks forming material trains must be securely closed except during loading and unloading operations.
- (7) *Warning employees in or near material trucks* – If a material train has to be moved whilst employees are on or near such vehicles, the track master must warn such employees and the driver must sound the locomotive whistle before moving the train. The driver must also sound the locomotive whistle before reducing speed.
- (8) *Detached vehicles must be secured* – When it is necessary to divide the material train to expedite the loading and offloading of the trucks, the permanent way official in charge must arrange for the following precautions to be taken:
- (a) The detached truck(s) must be secured by means of handbrakes. Scotches must be used, in addition to handbrakes, when the truck(s) is/are standing on a gradient. The detached truck(s) must be secured before being uncoupled from the rest of the load and may not be moved before having again been coupled to the train.
- (b) The handbrakes of the detached trucks must remain applied until the trucks have been properly coupled to the locomotive.
- (c) When the train must be protected, protection in the rear must be afforded at the prescribed distance behind the detached portion.
- (d) When moving back to couple the detached portion of the train, the movement of the locomotive must be controlled by means of hand-signals.
- (9) *Travelling outside material section* – When a material train is travelling outside the telegraph section or sections on which it is scheduled to work, it must be treated as an ordinary goods train.

Special trains

223. (1) *Trains to have distinctive number* – A special or conditional train must be given a distinctive number. All concerned must be advised of the running of such trains by means of train notices. These advices must be acknowledged immediately. [See clause 1054.0, Section 1 of the General Appendix (Part I).]
- (2) *Distribution of train notices* – The distribution of a special train notice must be made by a driver's assistant, and he must obtain a signature therefor from the employee receiving it on the form provided for the purpose. When the driver's assistant arrives at the station at which the signed form is to be delivered, such form containing the acknowledgements must be handed to the train-control officer who must then advise the issuing station by telegraph or by telephone, the names of the stations where signatures were not obtained.
- (3) *When acknowledgement form cannot be signed* – When the train-control officer at a station has not had an opportunity of signing the acknowledgement form, referred to in subclause (2) hereof, he must acknowledge receipt of the special or conditional train notice by the quickest means available.

PART VI

PROTECTION OF TRAINS

TRAIN COMING TO A STAND ON HEAVY GRADIENT – LOCOMOTIVE FAILURE – REMOVAL OF FAILED TRAIN – TRAIN UNABLE TO PROCEED OWING TO ACCIDENT, ETC. – PILOT-WORKING : SINGLE LINES – LINE OBSTRUCTED, TRAIN-CONTROL INSTRUMENTS IN ORDER – LINE OBSTRUCTED, TRAIN-CONTROL INSTRUMENTS AND COMMUNICATION FAILED – LINE OBSTRUCTED THROUGH LOCOMOTIVE FAILURE, ACCIDENT, ETC.: DOUBLE LINES – PILOT-WORKING : DOUBLE LINES – DAMAGE TO LINE – TRAIN ON FIRE.

224. VOID

225. VOID

Where train comes to a stand on a heavy gradient

(Applicable to single lines only.)

226. (1) *When train has to be divided* – (a) Should the driver decide to divide the train, the driver's assistant must first afford protection in the rear and thereafter accompany the driver.
- (b) Before the driver's assistant divides the train he must ensure that sufficient hand-brakes are applied to and sufficient scotches are placed under the wheels of the vehicles which have to be left behind. Before the driver proceeds with the first portion of the train, he must draw that portion forward a short distance and the driver's assistant must ensure that no vehicles, other than those intended to form the first portion, follow or are taken forward. The driver's assistant must also place three detonators twenty metres apart on the rail at least 1,5 km in front of the standing vehicles. The driver's assistant must during foggy weather and at night affix a white light in front of the first vehicle of the portion of the train which is left behind.
- (2) *When first portion left at station* – The driver must immediately on arrival at the station inform the train-control officer of the circumstances. The driver must not re-enter the section for the remaining portion of his train unless he is in possession of the token he brought with him. The driver must exercise care when he returns and, if necessary, he must send his driver's assistant ahead to locate the vehicles and to give hand-signals.
- (3) *When first portion left at interloop* – Should the driver have to proceed to an interloop he may leave the first portion of his train there and return for the remaining portion.

Locomotive failure: Station to station working

(Applicable to single lines only.)

227. (1) *Driver's assistant and driver must confer* – When a locomotive fails on a single line outside the area protected by fixed signals at a telegraph station but can be safely moved with the assistance of another locomotive, the driver and the driver's assistant must come to a clear understanding as to the best course to follow. In such cases the driver is responsible for finally deciding what course must be followed.
- (2) *Driver's assistant must take token to nearest station* – (a) The driver's assistant must be sent to the train-control officer at the nearest station with the token and full written particulars of the failure and the nature of the assistance required, together with a written assurance that the train will not be moved. The driver's assistant must, where practicable, obtain the assistance of track masters and their trolleys to enable him to reach his destination as quickly as possible. After the driver has given up his token, the "failed" train must remain stationary until a new authority to move it has been issued or a token is again handed to him which authorises him to proceed with his train.
- (b) If there is more than one locomotive on the train and one of them can be used to take the token to the nearest station, this may be done. That locomotive must not, however, proceed to the station in rear unless the driver holds a "non-follow" token or the train is proceeding under the "non-follow" principle.
- (3) *Token must be locked up* – The train-control officer receiving the token of the "failed" train must at once place it under lock and key, advise the train-control officer at the other end of the section that he has done so and thereafter arrange to carry out the provisions of subclause (6) or (8) hereof, as the case may be.
- (4) *When possible speaking communication must be established* – (a) If the locomotive personnel of the "failed" train can communicate with the train-control officer at one of the stations on either side to ask for assistance, the driver's assistant must obtain the token from the driver and must give the train-control officer the assurance that he has the token in his possession and will retain it until assistance has arrived and that meantime the train will not be moved. Thereafter assistance in accordance with the provisions of subclause (6) or (8) hereof, as the case may be, must be sent.
- (b) If speaking communication cannot be established at the train, the provisions of subclause (3) hereof must be observed. If the driver's assistant arrives at a place where speaking communication with a telegraph station at the other end of the telegraph section can be established, he must by this means report the circumstances to the train-control officer. The train-control officer must obtain an assurance from the driver's assistant reporting the occurrence that the token of the "failed" train is in his possession and that the train will not be moved. When the driver's assistant returns to the "failed" train, he must retain the token and must ensure that the assurance given to the train-control officer that the train will not be moved, is observed. Arrangements as provided in subclause (6) or (8) hereof, as the case may be, must then be made to send the necessary assistance.

(c) When in the case of a motor coach train, the driver of which is not accompanied by a driver's assistant, assistance has to be sent for, the conductor (Commuter Services) must carry out the duties of the driver's assistant, as provided in subclause (3) and paragraphs (a) and (b) hereof.

(5) *Removal of "failed" train* – After a clear understanding has been arrived at and the train-control officers concerned at each end of the telegraph section have exchanged the necessary question and reply messages on ordinary telegram forms, the assisting locomotive may be sent from the one or the other end of the section in accordance with the manuscript authority. The messages and manuscript authority must read as follows:

QUESTION MESSAGE

From _____ To _____

Train No. _____ failed at* _____

An assurance having been received that the token has been withdrawn and that the "failed" train will not be moved, I propose to despatch a locomotive to haul#/propel "failed" train

to\$ _____ and to block the section against all trains

until the assisting locomotive has arrived at+ _____

Time _____ Date _____

Train-control officer

REPLY MESSAGE

From _____ To _____

Failure of train No. _____ noted. I agree to locomotive hauling#/propelling

"failed" train to\$ _____ and to section being blocked against all trains until

the assisting locomotive has arrived at+ _____

Time _____ Date _____

Train-control officer

MANUSCRIPT AUTHORITY

_____ Station

Date _____

To driver of locomotive No. _____

As the necessary message have been exchanged, this is your authority to proceed cautiously

to* _____

to haul#/propel "failed" train No. _____ to\$ _____

and the section will be blocked against all trains until your arrival

at+ _____

Time _____

Train-control officer

-
- * Insert kilometre points or interloop.
 - # Delete word(s) not required.
 - \$ Insert station or interloop.
 - + Insert station to which assisting locomotive must finally proceed.

- (6) *Removal of "failed" train and resumption of normal working* – (a) When the assisting locomotive arrives at the place where the "failed" train is standing, the driver of the assisting locomotive must take the "failed" train to the interloop or to the telegraph station as provided in the manuscript authority.
 - (b) If the arrangements for the removal of the "failed" train have been carried out in terms of subclause (6) hereof, the driver of the assisting locomotive must, before proceeding with the "failed" train, obtain the token originally held by the driver of the "failed" train from the driver's assistant of that train.
 - (c) When the assisting locomotive finally arrives at the telegraph station, the driver must deliver the manuscript authority, and also, if in his possession, the token originally held by the driver of the "failed" train, to the train-control officer. After the "failed" train complete has been brought to the telegraph station and the train-control officer has obtained these tokens he must satisfy himself that the telegraph section is clear, and thereafter advise the train-control officer at the other end of the telegraph section. Where sections are controlled by the Van Schoor Train Token system or the Wooden Train Staff and Paper Ticket system, "K" and "KI" messages must be exchanged before normal working may be resumed.

- (d) (i) If the “failed” train is left at the interloop a written assurance from the driver’s assistant that the train will not be moved, must be obtained and, together with the token of the “failed” train, must be handed to the train-control officer at the next station. The train-control officer receiving the token of the “failed” train must immediately place it under lock and key and advise the train-control officer at the other end of the section that he has done this.
 - (ii) Crossings must not be arranged to take place at an interloop at which a “failed” train is standing.
 - (iii) On sections normally controlled by means of the Van Schoor Train Token system, “station to station” telegraph order working must be introduced in accordance with subclause 3027.2, Section 3 of the General Appendix (Part I). Drivers who proceed through the telegraph section concerned must be stopped and warned by the train-control officers that there is a “failed” train standing at the interloop. [See subclause 6010.2, Section 6 of the General Appendix (Part I).]
 - (iv) On sections normally controlled by means of the telegraph order system, the procedure prescribed in clause 6010.0, Section 6 of the General Appendix (Part I) must be followed. On sections with only one interloop, “station to station” working must be maintained.
 - (v) The train-control officers at both ends of the telegraph section concerned must make prompt arrangements to clear the “failed” train in accordance with the provisions of subclause (5) hereof. As soon as this has been done the provisions of paragraph (c) hereof must be observed.
- (7) *Assistance afforded by means other than an assisting locomotive* – If the failure of a locomotive is of such a nature that assistance other than by means of an assisting locomotive is afforded, the provisions of rule No. 229(3) must be observed.

When a train cannot proceed due to accident, derailment or washaway

(Applicable to single lines only.)

228. When a train on a single line cannot proceed due to accident, derailment, washaway or other obstruction, the locomotive personnel concerned must observe the provisions of subclause (1) and subclause (2) or (4) of rule No. 227, as the case may be. If the locomotive can be used to take the token and that portion of train which has not derailed to the next station, this may be done.

Assistance to a train which is unable to proceed owing to accident, derailment, washaway or other obstruction

(Applicable to single lines only.)

229. (1) *Train-control officers must take steps to send assistance* – When a train on a single line, outside the area protected by fixed signals at a telegraph station, cannot proceed due to accident, derailment, washaway or other obstruction, the train-control officer, who is advised that the train cannot go forward, must promptly advise the train-control officer at the other end of the telegraph section thereof. As soon as they have arrived at a clear understanding with each other, they must take steps to send assistance from one or both sides of the obstruction.
- (2) *Assistance by breakdown train* – If assistance is to be afforded by means of a breakdown train or an assisting locomotive, the provisions of rule No. 230 must be observed. (See also rules Nos. 231 and 232.)
- (3) *Assistance by means other than by breakdown train* – (a) If assistance is not afforded by rail, such as by a breakdown train or assisting locomotive, the token of the “failed” train must be retained by the driver’s assistant. If the token has been taken to the station it must be sent back to the driver’s assistant and the driver’s assistant must ensure that the assurance given by him, as provided in rule No. 227(2) or (4), is strictly observed. As soon as the obstruction is removed the driver’s assistant must hand the token to the driver who must proceed in accordance therewith.
- (b) *Telegraph section must be kept clear of other trains* – No other train may be despatched over the telegraph section wherein the “failed” train is, until the obstruction is removed and the train-control officers have ensured that the line is clear for the safe passage of trains.

Pilot-working on single lines

230. (1) *Introduction of pilot-working* – (a) On a single line at least twelve pilot-working forms (SPOORNET 68) must be available at every station for the introduction of pilot-working, when it is necessary.
- (b) The train-control officer at the station from which assistance must be rendered must introduce pilot-working to the place of obstruction, i.e. up to the nearest half kilometre point short of the obstructed portion of the line. He must exchange messages “R” and “RI” with the train-control officer at the other end of the telegraph section concerned, fill in and sign two pilot-working forms and address one to the person who is to act as pilotman. The latter must read and sign both forms and hand the train-control officer’s copy back to him.
- (c) After pilot-working has been introduced, a train may not be allowed to enter the telegraph section from either end unless the pilotman is present. The pilotman must wear a red armband* as distinguishing badge on his left arm.



* Pilotman’s badge

- (2) *Pilot-working from both ends of a section* – (a) Pilot-working must be introduced from both ends of a section if it is necessary –
- (i) to render assistance or to clear the line from both ends;
 - (ii) to transfer passengers from one train to another at the scene of obstruction.
- (b) The train-control officers on both sides of the telegraph section concerned must introduce pilot-working to the place of obstruction. They must exchange separate messages “R” and “RI” and thereafter carry out the provisions of subclause (1)(b) hereof.
- (3) *When trains must be brought back* – Should one or more trains have entered the section before pilot-working has commenced, the pilotman, from whichever end appointed must, as he proceeds to the scene of the obstruction, collect the tokens carried by the driver of each train which he passes on his way. If the pilotman decides that it is necessary for the train to be brought back, he must issue a pilot ticket to the driver of each train except the last. The pilotman must accompany the driver of the last train and on his return to the station, at which he was appointed, hand the tokens to the train-control officer. The train-control officer must place the tokens under lock and key and advise the train-control officer at the opposite end of the telegraph section affected accordingly.
- (4) *When section is cleared in forward direction* – (a) When trains can again proceed the section must be cleared, where practicable, by working forward the train which had been disabled or delayed and the trains following it. The pilotman controlling the portion of the section in rear of the obstruction must hand the trains over to the pilotman controlling the portion of the section in advance of the obstruction. The last-mentioned pilotman must despatch each train, except the last, at the prescribed interval on a pilot ticket; the last train must be accompanied by both pilotmen and pilotman controlling the section in advance, must travel on the locomotive.
- (b) When both pilotmen arrive at the station, the pilotman who has tokens in his possession must hand them to the train-control officer, who must lock them away and advise the train-control officer at the opposite end of the telegraph section concerned accordingly. The train-control officer must withdraw the pilot-working forms from both pilotmen and cancel them together with his own form. Thereafter he must inform the train-control officer at the other end of the telegraph section concerned thereof and at the same time furnish him with the numbers and particulars of all trains which have arrived.
- (c) The train-control officer at the other end of the telegraph section concerned must cancel the pilot-working form in his possession.
- (d) After both train-control officers have ensured that all the trains have arrived and that the line is clear for the safe passage of trains, “K” and “KI” messages must be exchanged before normal working is resumed.
- (5) *When section is cleared in backward direction* – If it is not practicable to work the train(s) forward and it is necessary to return them to the station in rear in order to clear the section, both pilotmen must accompany the last train. Thereafter the provisions of subclause (4) hereof must be carried out.

- (6) *When section is cleared in both directions* – Should it be necessary to work one or more of the trains affected by the obstruction in the forward direction and one or more in the backward direction, in order to clear the telegraph section, the train or trains which have to be worked in the forward direction must be dispatched by the pilotman controlling the forward portion of the section. The train or trains which have to be worked in the backward direction must be dispatched by the pilotman controlling the rear portion of the section. After each pilotman has arrived with the last train at the station at which he was appointed, normal working must be resumed after the provisions of subclause (4)(b), (c) and (d) hereof have been observed.
- (7) *Change of pilotman* – In the event of an employee taking over the duties of a pilotman before the obstruction has been removed, new pilot-working forms must be made out and the original forms cancelled. The relieving pilotman must not wear a pilotman's badge or commence duty until the pilotman who is being relieved has given up duty and has removed his badge.
- (8) *Change of train-control officer* – Should an train-control officer be relieved by another train-control officer while pilot-working is in force, the employee coming on duty must sign the train-control officer's pilot-working form in the presence of the employee who is going off duty. At the first opportunity the pilotman must obtain the signature of the train-control officer who has come on duty, on his form.
- (9) *Drivers must be advised* – Before the pilotman authorises a train movement, he must advise the driver where the portion of the section that he controls, starts and where it ends, and the driver must acquaint himself with the circumstances by reading the pilotman's pilot-working form.
- (10) *Use of fixed signals* – During pilot-working the signals, which in normal circumstances control the departure of trains from the station and admittance to the section where pilot-working is in force, must be kept at "danger" and the provisions of rule No. 235(4) and (11) must be complied with when a train is dispatched into the section.

Line obstructed: Van Schoor train-token instruments in order but speaking instruments failed

231. (1) *Method of giving assistance* – (a) When a train has come to a standstill outside the area protected by fixed signals at a telegraph station, and cannot proceed, and speaking communication between the two telegraph stations concerned has failed but the Van Schoor train-token instruments are in order, the train-control officer receiving the token as provided in rule No. 227(2) or 228, must give the "obstruction danger" signal (six beats) to the station at the other end of the telegraph section concerned. [See subclause 3019.4.9, Section 3 of the General Appendix (Part I).] If pilot-working is introduced, the train-control officer must place the token under lock and key.
- (b) If practicable, the train-control officer at the station to which the token is taken, must send assistance from his end. If assistance cannot be afforded from his end the train-control officer must send, by the most expeditious means, the token with full written particulars of the disablement and the nature of the assistance required, to the train-control officer at the other end of the telegraph section affected.
 - (c) In rendering assistance the procedure prescribed in rule No. 229 must be followed. If assistance is rendered by means of pilot-working, the provisions of rule No. 230 must be observed, except that messages "R" and "RI" cannot be exchanged.

- (2) *Pilot-working from both ends* – If pilot-working has been introduced from both ends of a telegraph section owing to the line being obstructed by a disabled train, the section must, if practicable, be cleared in the forward direction by pilot-working. Both pilotmen must accompany the last train. If it is not practicable to send the train(s) forward and it is necessary to return them to the station in the rear in order to clear the section, both pilotmen must accompany the last train. If it is necessary to clear the section in both directions, the provisions of rule No. 230(6) must be observed.
- (3) *When normal working may be resumed* – On arrival of the pilotman or pilotmen at the station, the train-control officer at that station must withdraw and cancel the pilot-working forms. After satisfying himself that all trains have arrived and that the telegraph section affected is clear and safe, he must give the “obstruction removed” signal (2-1) to the train-control officer at the other end of the telegraph section affected. The latter employee must acknowledge this signal and thereafter normal working may be resumed.

Line obstructed: Train-control instruments and communication failed

(Applicable to all methods of train control on single lines.)

- 232. (1) *Method of giving assistance* – (a) When a train has come to a standstill outside the area protected by fixed signals at a telegraph station and cannot proceed, and the control instruments at and communication between the two telegraph stations affected have failed, the train-control officer who receives the token must place it under lock and key and, if practicable, send assistance from his end, in accordance with the provisions of rule No. 229.
 - (b) If it is necessary to send assistance from both ends of the section, the train-control officer must, by the most expeditious means, advise the train-control officer at the other end of the telegraph section affected full particulars in writing of the disablement and the nature of the assistance required. He must also give an assurance that the token has been placed under lock and key and that pilot-working is being introduced from his end and will be continued until he has received a written undertaking from the pilotman, as detailed in subclause (2) hereof.
 - (c) If assistance cannot be rendered from the end of the section to which the token has been taken, the train-control officer at that station must send the token by the quickest means to the train-control officer at the other end of the telegraph section concerned. At the same time he must give written particulars of the disablement and of the nature of the assistance required, and also give an assurance that pilot-working will not be introduced from his end. As soon as the obstruction has been removed the train-control officer must advise the train-control officer at the other end of the telegraph section concerned in writing.
 - (d) In rendering assistance the procedure prescribed in rule No. 229 must be followed. If pilot-working is introduced the provisions of rule No. 230 must be observed except that messages “R” and “RI” cannot be exchanged.
- (2) *Pilot-working from both ends* – If pilot-working has been introduced from both ends of an obstruction and the obstruction has been removed, each pilotman must return to the station at which he was appointed, after each has given the other a written undertaking that pilot-working will be cancelled immediately on arrival of each at the station at which he was appointed as pilotman.

- (3) *Procedure when obstruction removed* – On arrival of the pilotman at their respective stations, the train-control officers must withdraw and cancel the pilot-working forms. After satisfying themselves that the obstruction has been removed and the line is clear, train working must be resumed in accordance with the provisions of clause 3027.3, Section 3, clause 5013.0, Section 5 or clause 6022.0, Section 6 of the General Appendix (Part I), as the case may be. The driver of the first train to proceed over the section must be advised in writing of the circumstances.

Locomotive failure while inter-working in force

(Applicable to single lines only.)

233. *Driver's assistant and driver must confer* – In the event of a locomotive, while proceeding on an inter-token on a single line, failing outside the area protected by fixed signals at a telegraph station, the driver and the driver's assistant must come to a clear understanding with each other as to the best course to be followed. In such a case the driver is responsible for finally deciding the course which must be adopted. The provisions of the following subclauses must be observed in cases where the train can be moved with the assistance of another locomotive:
 - (1) *When assistance is sought from the interloop* – When assistance is sought from the interloop, the driver's assistant, or the conductor (Commuter Services) in the case of a motor coach train without a driver's assistant, must proceed to the interloop with the token of the "failed" train and a written undertaking from the driver that the "failed" train will not be moved until assistance has arrived. On arrival at the interloop, the driver's assistant must hand the token and the written undertaking to the driver of the opposing train. The driver of the opposing train, under the direction of the driver's assistant of the "failed" train and on the authority of the token brought in by the driver's assistant, must proceed cautiously with his locomotive to the "failed" train. After the assisting locomotive has been coupled to the "failed" train, the driver of the assisting locomotive must proceed with caution to the interloop and leave the "failed" train there, clear of the main line. Thereafter the "failed" train may not be moved without authority.
 - (2) *Disposal of tokens* – If the "failed" train is left at the interloop and another train is following, the driver's assistant of the following train must obtain the token of the "failed" train and a written undertaking from the driver that the train will not be moved and hand them over to the train-control officer at the next station. If a train is not following the "failed" train, the driver of the opposing train who has rendered assistance, may proceed on his journey, after the driver's assistant has obtained the token of the "failed" train and the written undertaking which he must deliver to the train-control officer on arrival at the next station. If, in carrying out the above procedure, inter-tokens are conveyed to the wrong end of the section, they must be promptly returned as a value package to the station to which they belong. Pending removal of the "failed" train, the train-control officer concerned must place the tokens under lock and key and advise the train-control officer at the other end of the section that he has done so.

- (3) *When assistance sought from station in rear –* (a)(i) If the driver's assistant, with the token of the "failed" train and the written undertaking from the driver, proceeds to the station in rear and assistance can be rendered from that end, the assisting locomotive must proceed under the direction of the driver's assistant of the "failed" train and on the authority of the token brought in by him. If the "failed" train is brought back, arrangements must be made in accordance with the provisions of subclause 3008.6, Section 3 or subclause 6007.4, Section 6 of the General Appendix (Part I), as the case may be, for the train or trains which are waiting at the interloop, to proceed.
- (ii) If the train-control officer at the station in rear decides, however, that assistance can more readily be given from the interloop he must send to the interloop by the quickest available means the token of the "failed" train, together with written instructions stating how the "failed" train and also the train or trains waiting at the interloop are to be disposed of.
- (b) If there is communication between the station in rear and the interloop, the train-control officer, after placing the token of the "failed" train under lock and key, may arrange for a waiting train to assist the "failed" train. The train-control officers at each end of the section must exchange suitable messages on ordinary telegram forms. Thereafter the train-control officer in possession of the token must exchange the following manuscript order with the driver of the train which is to render assistance. The driver must repeat the manuscript order to the train-control officer and act accordingly. The train-control officer must also give instructions for the subsequent disposal of the waiting train or trains. [See subclause 3008.6, Section 3 and subclause 6007.4, Section 6 of the General Appendix (Part I).]

The manuscript order must read as follows:

MANUSCRIPT ORDER

From _____ train-control _____ officer _____ at _____

To driver of train No. _____ at _____

Train No. _____ is a total failure at _____

The token and an assurance that the train will not be moved is locked away at this station.

This order is your authority to proceed carefully from _____

to _____ to haul*/propel failed train No. _____

to _____

Date _____ Driver of train No. _____

* Delete word not required.

- (4) *Removal of "failed" train and resumption of normal working* – If the "failed" train is left at the interloop and the telegraph section is clear of all trains which had to cross the "failed" train, the provisions of rule No. 227(6)(d)(ii) and (iii) or (iv), as the case may be, must be observed. Arrangements must be made as expeditiously as possible to remove the "failed" train in accordance with the provisions of rule No. 227(5). The train-control officer at the telegraph station to which the "failed" train is brought must satisfy himself that the telegraph section is clear and advise the train-control officer at the other end of the section. Normal working may then be resumed. Where sections are controlled by Van Schoor train token instruments, "K" and "K1" messages must be exchanged before normal working may be resumed. [See rule No. 227(6)(c).]
- (5) *When assistance sought from station in advance* – In the event of a locomotive failing while proceeding on an inter-token valid from an interloop to the station in advance, and the assistance of a following train cannot be obtained, the provisions of rule No. 227(2) or (4), as the case may be, must be observed. After the driver has given up his token he must not move the "failed" train until a new authority has been issued to him. The train-control officer who receives the token of the "failed" train must at once place it under lock and key and advise the train-control officer at the other end of the section that he has done so. When the section between the two telegraph stations is clear of all trains except the "failed" train, he must arrange for the removal of the "failed" train under the provisions of rule No. 227(5).
- (6) *When a conductor (Commuter Services) must proceed to a station for assistance* – If, in the case of a motor coach train without a driver's assistant, assistance has to be sent for, the provisions of rule No. 227(4)(c) must be observed.

Running line obstructed through locomotive failure, accident or other cause

(Applicable to double lines only.)

234. (1) *When train has to set back* – (a) If a train on an absolute block section of a double line must set back due to accident or obstruction, the driver's assistant must go back at least 1,5 km continuously clearly displaying a "danger" hand-signal. He must maintain that distance from the backward moving train and continuously clearly display the "danger" hand-signal. When setting back the driver must travel cautiously and frequently sound the locomotive whistle.
- (b) When a train on an absolute block section sets back and it is necessary to enter a station, the driver's assistant must stop the train not less than 100 metres before reaching the signal controlling the entrance to the block section and place a detonator on the rail opposite that signal. After the train has been stopped, it must not be moved until the driver's assistant has obtained the train-control officer's permission for it to enter the station.
- (c) When it is necessary, due to an accident or obstruction, for a train to set back on a double-line section controlled by the colour-light signalling system, the provision of clause 7032.0, Section 7 of the General Appendix (Part I) must be strictly observed.

- (2) *When train has to be divided* – (a) When for any reason a train on a double line section has to be divided and taken forward in two portions, the provisions of rule No. 226(1)(a) and (b) must be observed.
- (b) When the driver takes the first portion of his train forward he must bring that portion to a standstill at the section terminal signal, even if that signal is in the “all-right” position, and send his driver’s assistant to the signal cabin to advise the train-control officer of the circumstances. If a driver’s assistant is not available, the driver must proceed to the signal cabin after he has complied with the provisions of rule No. 164. The train-control officer who receives the message must advise the train-control officer at the signal cabin in the rear and leave the block instruments in the position “Train on line”, until the second portion of the train has arrived at his station and the block section is clear. The train-control officer at the signal cabin in the rear must place a lever collar on the lever of the section entry signal and a following train must not be allowed to enter the block section while it is occupied. The train-control officers concerned must record particulars in their train registers. Except where otherwise provided in the General Appendix (Part I) or local appendices, the train-control officer controlling the block section in which the second portion of the train is standing, may authorise the driver to return on the same line for the second portion if that course is the most suitable.
- (c) When the driver, on a double line section controlled by colour-light signals, takes the first portion of his train forward, he must bring that portion to a standstill at the signal cabin in advance and advise the train-control officer of the circumstances. The train-control officer who receives the message must advise the train-control officer at the signal cabin in the rear of the circumstances and both train-control officers must record particulars in their train registers. Except where otherwise provided in the General Appendix (Part I) or local appendices, the train-control officer may authorise the driver to return on the same line for the second portion if that course is the most suitable.
- (3) *When train unable to proceed* – (a) Should a train be unable to proceed, the driver’s assistant and driver must come to a clear understanding with each other as to the position. In such a case the driver is responsible for finally deciding the course to be followed. If his locomotive can run forward, the driver must detach it and proceed to the station or signal cabin in advance and advise the train-control officer of the circumstances. If it is not possible for the driver to proceed with his locomotive, written particulars of the assistance required, together with an assurance that the train will not be moved, must be sent to the nearest station or signal cabin. [See rule No. 227(4)(c).]
- (b) *Written authority for assisting locomotive or breakdown train* – The train-control officer who receives the advice must inform the train-control officer at the opposite end of the section. The train-control officer at the end from which assistance is sent must give the driver of the assisting locomotive or breakdown train written authority to proceed on the obstructed line. Unless a fixed signal can be used for the purpose the train-control officer must display an “all-right” hand-signal, or in the case of a section controlled by colour-light signals, a “caution” hand-signal, to indicate to the driver that the points are correctly set. [See rules Nos. 24 and 37(3).]

The written authority must read as follows:

WRITTEN AUTHORITY

_____ Station

Date _____

To driver of assisting locomotive#/breakdown train.

The* _____ line between _____

station#/signal cabin and _____ station#/signal cabin is

obstructed at † _____ due to & _____

An assurance has been received that the train will not be moved. This order is your authority

to pass \$ _____ signal at “danger” and cautiously to proceed

to † _____ to ‡ _____

and to return#/proceed to _____ station#/signal cabin.

Time _____

_____ Train-control officer

* Insert the line which is obstructed.

Delete and initial if not applicable.

† Insert place.

& Insert nature of obstruction.

\$ Insert “the starting” or “the advance starting”, and if a colour-light signal, the number.

‡ Insert nature of work.

(c) *Only one train at a time on written authority* – Unless the assisting locomotive or breakdown train, as the case may be, which was dispatched on a written authority has arrived at the station or signal cabin shown in the written authority, no other train or locomotive may follow such train on the same line.

(d) *When assistance given by a breakdown train* – Should it be necessary to obtain the assistance of the breakdown train and that train has to use the lines not obstructed, the movement must be controlled by pilot-working. (See rule No. 235.)

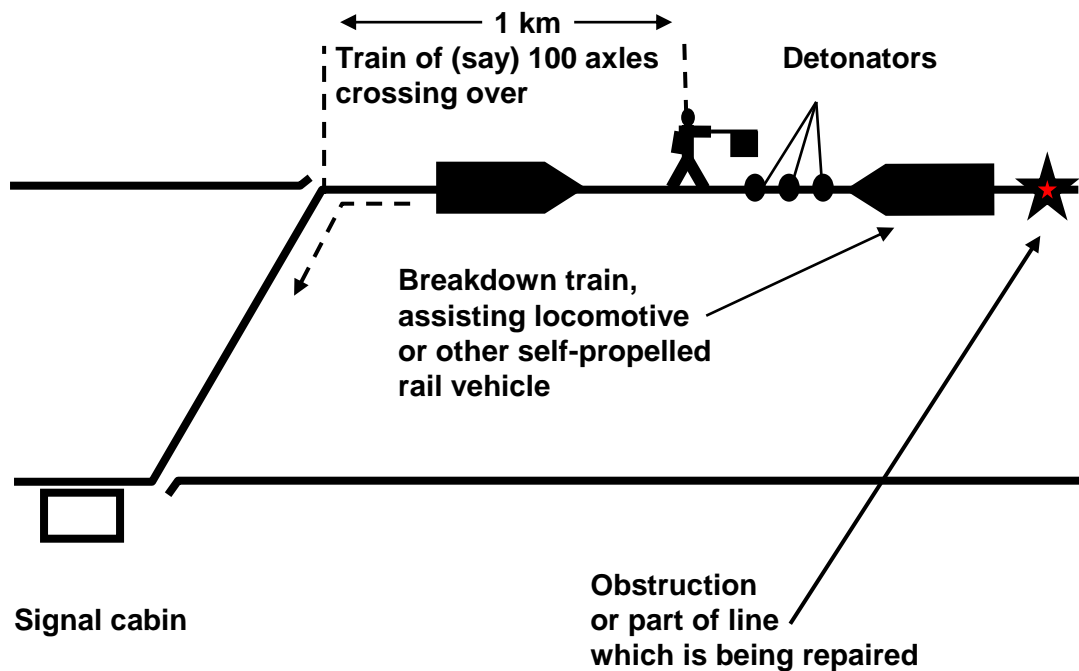
- (e) *Protection* – Locomotive personnel affording protection at both ends of the obstruction must ensure that protection is afforded on each line concerned at the prescribed distance, not only from the delayed train, but also from the breakdown and/or other train which has/have arrived at the scene. [See clause 11007.0, Section 11 of the General Appendix (Part I).]
- (4) *When all the lines are obstructed* – When all the lines of a double line are obstructed and trains must run on both sides of the obstruction to allow passengers to change over or for another reason, the provisions of subclause (3) hereof must be strictly complied with.

Pilot-working on double lines

235. (1) *Introduction of pilot-working* – (a) When trains are required to run in both directions or in the “wrong” direction only over one line of a double line because (the/an) other line(s) (is/are) obstructed or cannot be used, or if a breakdown train must use a line which is not obstructed, pilot-working must be introduced over the unobstructed line concerned to replace the normal system of double-line working after it has been ensured that the line is clear and safe for the running of trains.
- (b) At least twelve pilot-working forms (SPOORNET 74) and an ample supply of pilotman's tickets must be kept at every signal cabin from where a cross-over road is controlled.
 - (c) The train-control officers in charge of the places between which pilot-working has to be introduced, must agree which one of them must do it. If possible, pilot-working must be introduced by the train-control officer at that station from where the person who is to act as pilotman can travel with a train travelling in the “right” direction under normal working to deliver the pilot-working forms.
 - (d) The train-control officer who introduces pilot-working must appoint a competent employee to act as pilotman and must fill in the required number of pilot-working forms, viz one copy for his own use, one copy for use by the pilotman, one copy for the train-control officer at every intermediate signal cabin and one copy for the train-control officer at or in charge of the place where the section of line controlled by means of pilot-working ends. The train-control officer who introduces pilot-working must sign the forms and hand them to the employee who is to act as pilotman, who must read and sign them and hand the train-control officer's copy back to him.
 - (e) The person who must act as pilotman, must take the remaining pilot-working forms and the red armband and proceed by the most expeditious means along the line to be controlled by means of pilot-working. En route, he must orally advise crossing attendants, track masters and other persons working on, above or near that line that single-line working is being introduced. He must deliver the pilot-working forms to the persons to whom they are addressed and obtain their signatures on his own form. Each person must sign the copy of the form delivered to him as well as the one held by the pilotman.
 - (f) After the pilotman has arrived at the signal cabin controlling the place at the opposite end of the contemplated pilot-working section, and he has ensured that all the pilot-working forms have been delivered and that all the persons concerned have signed his form, he may put the distinctive badge on his left arm. [See subclause (6) hereof.] Only then may pilot-working be commenced.

- (g) Flash-light signals and booms at level crossings that are not operated by a crossing attendant or cannot be operated in the circumstances must be put out of operation and a hand-signalman appointed to control road traffic whilst single-line working is in progress.
 - (h) The train-control officers introducing pilot-working must, in addition to complying with the provisions of this rule, take any additional steps which, in the light of the particular circumstances at their stations, may be necessary to prevent conflicting movements.
- (2) *Despatch of trains while pilotman proceeding through section* – (a) After the person who must act as pilotman has entered the section concerned from either end with the necessary forms, trains may under no circumstances be dispatched from that end over the line over which trains are to be controlled by means of pilot-working until, in the course of his duties, the pilotman has returned.
- (b) If the person who is to act as pilotman proceeds along the line in the “wrong” direction, trains may in the meantime be dispatched in the “right” direction from the opposite end until all the pilot-working forms have been delivered. Under no circumstances, however, may a train or trolley be allowed to run in the “wrong” direction over the line concerned before the pilot-working forms have been delivered to everybody concerned.
- (3) *Length of section to be controlled by means of pilot-working* – Except where it will for practical reasons be advantageous to use cross-overs situated further from each other for cross-over movements from the “right” to the “wrong” line or vice versa, pilot-working must be restricted to the shortest portion of running line at each end of which there are fixed signals as well as a cross-over road.
- (4) *Security of points* – (a) During pilot-working it must be ensured that all points over which train movements may not or cannot be controlled by fixed signals, are correctly set. Trailing points which become facing points to trains running under pilot-working must be secured to ensure the safe passage of trains. Where, in the case of trains departing, there are no illuminated indications in the signal cabin of the position of such facing points, drivers must be authorised past the signal or signals concerned at “danger” and/or over the points concerned by means of hand signals, or the train-control officer must instruct the pilotman to ensure that all facing points are correctly set and, where applicable, secured before he authorises the driver to proceed over them.
- (b) If there is an intermediate station or intermediate interlocked junction, a signal maintenance official must secure all the points concerned at such a place by means of clamps to prevent conflicting movements before pilot-working is introduced. The clamps must not be removed until pilot-working has been cancelled, except when a train at such intermediate place must proceed from or to the line on which pilot-working is applicable or has to cross it. In such a case, the signal maintenance official may, provided the pilotman is present, remove the clamps on instructions from the train-control officer at either end of the pilot-working section. The train-control officer controlling the points concerned and the pilotman must ensure that a conflicting movement will not take place. After the movement has taken place, the signal maintenance official must again secure the points by means of clamps and the pilotman must himself make sure that it has been done.

- (5) *Cross-over road must be protected* – If there is a breakdown train, assisting locomotive or any other self-propelled rail vehicle on the obstructed line or the line which is being repaired (hereafter referred to as the obstructed line) which can approach the place at either end of the pilot-working section in the “wrong” direction, the train-control officer must appoint a hand-signalman to prevent conflicting movements when trains must enter the obstructed line in order to cross over to the line on which pilot-working is applicable. The hand-signalman must take up position at a place alongside the obstructed line and one kilometre, or such longer distance as may be required by local circumstances and the length of the trains crossing over, from the cross-over road concerned. (See diagram hereunder.) He must place three detonators twenty metres apart on the obstructed line and be prepared to display a “danger” hand-signal when necessary. When the obstruction is less than one kilometre from the cross-over road, the hand-signalman must take up position as far as possible from the cross-over road.



- (6) *Pilotman must wear armband and despatch trains* – (a) The pilotman must wear an armband [see rule No. 230(1)(c)] on his left arm.
- (b) When a train, not followed by another train, has to enter upon and proceed through a pilot-working section, the pilotman must accompany it and must travel with the driver on the locomotive.
- (c) When two or more trains in the same direction have to proceed through the pilot-working section, the pilotman must pilot the driver of each train, except the last one, beyond the points controlling access to the section and before he leaves the train he must issue a pilotman's ticket to the driver. The pilotman must travel through the section on the locomotive of the last train. [See subclause (13) hereof.]
- (d) The pilotman as well as the train-control officer must ensure that the last train which, under normal working, ran over the line on which pilot-working is to be introduced, has cleared the section complete before the pilotman authorises the first train which has to run under pilot-working to proceed over the line.

- (7) *Locomotive personnel must be advised* – Before the pilotman dispatches a train into a pilot-working section he must inform the driver and the conductor (Commuter Services) where applicable or have the latter informed where such section begins and ends, and the driver must acquaint himself with the circumstances by reading the pilotman's pilot-working form.
- (8) *Train-control officers at adjacent signal cabins must be advised* – The train-control officers in charge of the pilot-working section must advise the train-control officers at the signal cabins at the ends of the adjacent unaffected double-line sections of the circumstances.
- (9) *Signals which are to be kept at "danger"* – The train-control officers in charge of the places at both ends of the section over which trains are running by means of pilot-working, must keep all running signals (i.e. not shunt signals or dwarf semaphore signals), except those the operation of which is not or cannot in any way be affected by pilot-working, and those controlling the movement of trains leaving the section on which pilot-working is in force [see subclause (10)(a) hereof], at "danger". After a train approaching the station on the unaffected double-line section has been brought to a standstill at the signal, controlling entrance to the station, at "danger", that signal, provided the pilotman is present, may be placed at "all right", "proceed" or "caution", as the case may be. If the pilotman is absent, the train may be admitted by means of a hand signal, but the train must be brought to a standstill well clear of the entrance to the pilot-working section, and in each case short of the cross-over used for movements from the "wrong" to the "right" line or vice versa. The running signals which, in normal circumstances, control the departure of trains from the station and entrance to the next section, may not be operated for the departure of a train running under pilot-working. [See subclause (11)(a) hereof.]
- (10) *When fixed signals must be used* – (a) Running signals must, where feasible, be used for trains leaving the pilot-working section.
- (b) Where there are no running signals or they cannot or may not be operated, shunt signals or dwarf semaphore signals, where provided, must be used for the movement of trains running under pilot-working. If a shunt signal or dwarf semaphore signal is used for the admittance of a train running in the "wrong" direction, the train-control officer must ensure that the line is clear and that a conflicting movement is not authorised, and, if the signal does not at the same time authorise the movement of the train to the normal running line, the train-control officer or hand-signalman must, before the signal is operated, advise the driver orally onto which line the train is to be admitted and how far he may proceed.
- (11) *Despatch of trains into a pilot-working section and passing of fixed signals at "danger"* – (a) Subject to the provisions of paragraph (b) hereof, a driver may –
- (i) on authority of the pilotman, who in turn must receive oral or telephonic authority from the train-control officer, enter a pilot-working section and, where applicable, pass the signals at "danger" that in normal circumstances control the departure of trains and entry to the section [see subclause (4) hereof]; and
- (ii) pass all intermediate fixed signals, where provided, at "danger".

- (b) When a fixed signal controlling the passage of trains over a level crossing is at “danger”, the driver must receive oral instructions or an “all right” or “caution” hand-signal, as the case may be, from the crossing attendant. [See rule No. 149(2) and clause 7033.3, Section 7 of the General Appendix (Part I).]
 - (c) Drivers must drive cautiously through the pilot-working section, frequently sound the locomotive whistle and –
 - (i) if the train is running in the “right” direction, strictly observe the fixed signals at the place where the pilot-working section ends;
 - (ii) if the train is running in the “wrong” direction, stop short of the first fixed signal (dwarf semaphore signal or two-position light shunt signal), where there is one and regardless of its position, the first points, clearance mark or the platform, whichever of the four is the first, at the place where the pilot-working section ends, and thereafter proceed forward with caution if the signal, where there is one, is operated, or an “all right” or a “caution” hand-signal, as the case may be, or an oral authority is received from the train-control officer or hand-signalman. [See subclause (10)(b) hereof.]
 - (d) If there is an intermediate signal cabin or intermediate interlocked junction, the train-control officer must keep the fixed signals applicable to the line controlled by pilot-working at “danger”. Drivers may pass these signals at “danger” in accordance with paragraph (a)(ii) hereof, but must be prepared to act immediately on a “danger” hand-signal which may be displayed at or near the place concerned.
- (12) *Hand-signals for admittance of trains and movements over points* – In the absence of fixed signals, the admittance over points of trains approaching a place at the end of a pilot-working section in the “wrong” direction and all train and shunting movements over points to or from the normal running line at either end of that section, must be controlled by means of hand signals under the supervision of the train-control officer.
- (13) *Interval between trains* – When two or more trains have to proceed in the same direction, the pilotman must not allow a train to follow another train unless it has been ascertained that the preceding train complete has cleared the pilot-working section.
- (14) *Opening of intermediate signal cabin* – Should an intermediate signal cabin be opened after pilot-working has been introduced, the train-control officer who introduced pilot-working, or the train-control officer who has taken over duties from him after the introduction of pilot-working, must timeously advise the pilotman thereof and hand him a copy of the pilot-working form which the pilotman must hand to the train-control officer at the intermediate signal cabin at the first opportunity and obtain his signature on his (the pilotman's) copy.

- (15) *Change of pilotman and train-control officer* – (a) If the pilotman must be relieved before pilot-working is cancelled, new pilot-working forms must be issued and the original forms must be cancelled. After the provisions of subclause (1)(d) hereof have been complied with, the pilotman taking over duties, must obtain the armlet from the pilotman who is being relieved and put it on. When the next train to be accompanied by the pilotman proceeds through the section, the pilotman must deliver the new forms and obtain the signatures of the train-control officers concerned on his own form. At the same time he must collect and immediately cancel the old forms. The cancelled forms must be handed to the train-control officer at the issuing station.
- (b) If a train-control officer is relieved while pilot-working is in operation, the provisions of rule No. 230 (8) must be complied with.
- (16) *When normal working may be resumed* – When pilot-working can be discontinued, all the pilot-working forms must be withdrawn by the pilotman to whom they were issued. For this purpose the pilotman must travel over the section with the last train running under pilot-working. The pilotman must also orally notify crossing attendants, track masters and other persons working on, above or near the line that pilot-working is being discontinued. On arrival at the other end of the section he must hand over all the forms collected, including his own form, to the train-control officer. The train-control officer must inform the train-control officer at the other end of the pilot-working section and as soon as a clear understanding has been arrived at, the pilot-working forms must be cancelled and normal working resumed over the line concerned. The cancelled forms must be sent to the central operations office.
- (17) *When train-control officer has sole control over section* – (a) When the places between which pilot-working is introduced are controlled from the same signal cabin, the train-control officer must complete only two pilot-working forms – one for himself and one for the pilotman.
- (b) After the pilotman has proceeded along the line concerned in accordance with subclause (1)(e) and has arrived at its opposite end, he must inform the train-control officer accordingly. Thereafter he may put on the pilotman's armlet and pilot-working may be commenced.
- (c) When pilot-working can be discontinued, the pilotman must comply with the applicable provisions of subclause (16) hereof and return his form to the train-control officer. The latter must cancel both forms before normal working is resumed.

Damage to line

236. In the event of the line being damaged as a result of derailment of or accident to a train, the driver's assistant must place two detonators on the rail not less than 1,5 km. away from each side of the damaged portion of line as a warning signal to other trains. The driver must report the matter at the first track master's cottage or to the first team and the track master must promptly proceed to the scene and adopt the measures laid down in clause 11004.0, Section 11 of the General Appendix (Part I). The driver must also report the circumstances to the train-control officer at the first possible station or signal cabin. (See rule No. 201.) In the event of a following train exploding the detonators before the track has been repaired, the driver's assistant of that train must replace the detonators. The train-control officers on both sides of the telegraph section must advise the driver of each train which has to proceed over the section of line concerned, in writing, of the circumstances until such time as the line is repaired.

Train on fire

237. (1) Should a portion of a train catch fire the train must be brought to a standstill; if possible it must be brought to a standstill away from station or other buildings and from vehicles on adjoining or nearby lines. The locomotive personnel must thereafter decide quickly on the best action to take and use all means at their disposal to extinguish the fire or get it under control with the least possible delay.
- (2) If the fire cannot be extinguished promptly and the circumstances are considered to justify such a course, the train may be taken to the nearest place where water is available for an attempt to extinguish the fire in the burning portion.
- (3) If necessary, the driver's assistant must detach the burning vehicle or vehicles and leave a space of at least fifty metres between the burning portion and the vehicles on each side. (See rule No. 202.)

PART VII

MAINTENANCE OF TRACK AND WORKS

EXAMINATION AND UPKEEP OF LENGTHS – EXAMINATION OF TRACK DURING STORMY WEATHER – TIMES FOR EFFECTING REPAIRS TO TRACK – POINTS, SIGNALS, LEVEL-CROSSING, ETC., TO BE KEPT IN ORDER – ACCIDENTS AND IRREGULARITIES TO BE REPORTED.

Examination and upkeep of lengths

238. (1) *Responsibility of track inspectors* – A track inspector is responsible for the efficient maintenance of the track and the associated works on his length, and for ensuring that the track is always in a safe condition for the passage of trains.
- (2) *Length to be patrolled* – Every length must be inspected at regular intervals by a duly authorised employee, in accordance with the instructions contained in the book “Manual for Track Maintenance”.

Examination of track during stormy weather

239. (1) *Additional precautions during stormy weather* – Track inspectors, track masters and other employees concerned must be particularly watchful during wet weather and when floods may be expected. During such times they must inspect every part of the line likely to be affected by storm water and, if possible, also note, before the passage of any train, the action of the water on culverts and bridges. Should the wet weather continue, track inspectors must arrange for their lengths to be patrolled by day and by night and for watchmen to be stationed at those places where damage may be expected. These precautions must be continued until there is no longer any risk.
- (2) *Patrolman to report* – When an employee is patrolling the line after working hours, he must report to the train-control officer each time he arrives at a station, and the train-control officer must record in the train register the time the employee reported.

Track masters' equipment: Hand-signalling equipment to be available

240. (1) Every track master must have with him, while on duty, the necessary equipment laid down in the “Manual for Track Maintenance”. He must also ensure that the team working under him has the necessary equipment.
- (2) Whilst on duty every track master and other employee concerned must have with him hand-signalling equipment and detonators ready for immediate use.

241. VOID

242. VOID

243. VOID

Times for effecting repairs to track

244. (1) *When repairs to be undertaken* – Repairs on, above or near the track must, if possible, be undertaken at a time when such work will not cause delay to trains.
- (2) *Traffic not to be delayed* – When stoppage of or delay to trains cannot be avoided, the repairs must be carried out at such intervals as will cause the least interruption to traffic.
- (3) *Repairs during fog* – Repairs, unless of an urgent nature, must not be undertaken during foggy weather.

Points, signals, signal tunnels, etc., to be kept in order

245. (1) (a) *Points and signals* – Track masters are responsible for ensuring that the working parts of points, signals and other track appliances are kept clean and in good order, except as laid down in clause 8010.0, Section 8 of the General Appendix (Part I). (See also rules Nos. 100 to 104 inclusive.)
- (b) *Signal tunnels and underside of signal cabins and lever shelters* – Signal maintenance officials are responsible for ensuring that the inside of tunnels leading to signal cabins and the underside of signal cabins and lever shelters are kept clean and completely free of paper, grass and any other flammable materials.
- (c) *Track and station yards* – Track masters, during the course of their duties, must ensure that paper, grass and other flammable materials are removed from the track and station yards.
- (2) *Turntables and water columns* – Track masters must ensure that there is no dirt or other loose material obstructing the working of turntables, mass measuring bridges and water columns.
- (3) *Stop blocks, derailleurs, etc.* – (a) Track masters must maintain in good order all stop blocks and scotch blocks.
- (b) Where signalling gear is installed, all points locks, bridles and derailleurs compounded with points must be maintained in good order by the branch manager (signals). Where signalling gear is not installed, the track inspector is responsible for the carrying out of these duties.

Level-crossings to be kept in good order

246. Track masters are responsible for keeping level-crossings in good order and safe for the passage of road and rail traffic. The space between the running rail and the guard rail or the flangeways where there is no guard rail, must be kept clear of stones, dirt and other obstructions.

Fire paths to be kept clear

247. Track masters must keep fire paths clear. They must also keep the sides of the track free, as much as possible, from dry grass or other matter liable to catch fire. If a fire is created for the purpose of burning grass, it must be kept under control and within safe limits. Any other fire occurring upon or near the track must be put out at once.

248. VOID

Disregard of hand-signals to be reported

249. A track master must report to the track inspector every case coming to his notice in which a hand-signal or a temporary speed-reduction board is disregarded by a driver.

250. VOID

Accidents to be reported

251. Train accidents, irregularities in working and serious defects likely to interfere with the safe running of trains must be promptly reported by the track master to the nearest station official in charge and to the track inspector.

Obstructions placed on the line to be promptly reported

252. Every employee must exercise the utmost watchfulness to prevent obstructions being placed on the line or malicious interference with points, signals, structures or appliances. Any such case must be reported immediately with full particulars to the nearest police official. Report must also be made to the official in charge at the nearest station. [See Section 10 of the General Appendix (Part I).]

253. VOID

BERIG INSAKE INSTEL VAN LOODSBEDRYF
INTRODUCTION OF PILOT WORKING MESSAGE

SPOORNET

Kantoordatumstempel
Office date stamp

VRAAGBERIG
QUESTION MESSAGE

Voorvoegsel **R**
Prefix

Berignommer <i>Message number</i>	# Ontvang/Gestuur om <i># Received/Sent at</i>
--------------------------------------	---

Van
From

Aan
To

NEEM KENNIS – Ek stel loodsbedryf in tussen
NOTE – I am introducing pilot working between

en
and

ANTWOORD
REPLY

Voorvoegsel **RI**
Prefix

Berignommer <i>Message number</i>	# Ontvang/Gestuur om <i># Received/Sent at</i>
--------------------------------------	---

Van <i>From</i>	Aan <i>To</i>
--------------------	------------------

Ek neem kennis van die instel van loodsbedryf tussen
I note introduction of pilot working between

en
and

Datum <i>Date</i>	Tyd <i>Time</i>
----------------------	--------------------

Treinbeheeramptenaar
Train-control officer

Skrap onnodige woorde
Delete words not required

37/266730 SPOORNET 69

**LOODSKAARTJIE
PILOTMAN'S TICKET**

SPOORNET

Aan die drywer van treinnommer
To the driver of train number

U word gemagtig om te ry van*
*You are authorised to proceed from**

na*
*to**

Die loods volg
The pilotman follows

Stasie of plek
Station or place

Datum
Date

Tyd
Time

Die voorafgaande treinnommer
The preceding train number

in dieselfde rigting, het vertrek om
in the same direction left at

en was vry van die trajek om
and cleared the section at

Handtekening van loods
Signature of pilotman

* Verstrek naam of besonderhede van plek of kilometerpunt

* *Furnish name or particulars of place or kilometre point*

Skrap as daar nie 'n voorafgaande trein was nie

Delete if there was no preceding train

37/266766 SPOORNET 72

**INSEL VAN LOODSBEDRYF : ENKELLYNE
INTRODUCTION OF PILOT WORKING : SINGLE LINES**

SPOORNET

Stasie

Station

Datum

Date

Tyd

Time

Aangesien die # enkellyn/praatverbinding/tabletinstrumente en praatverbinding tussen

The # single line/speaking communication/tablet instruments and speaking communication between

en
and

versper is/geweier het
being obstructed/having failed

en die houttreinstaf vir die trajek tussen

and the wooden train staff for the section between

en

and

beskadig/vermis is, sal die verkeer tussen

being damaged/lost, the traffic between

en
and

deur 'n loods beheer word ooreenkomstig treinbedryfsreël no. 230

will be controlled by a pilotman in accordance with train working rule No. 230

sal as loods optree. Geen trein moet toegelaat word om die

will act as pilotman. No train must be allowed to enter the

trajek binne te ry nie tensy die loods teenwoordig is en persoonlik die trein magtig om te vertrek.

section unless the pilotman is present and personally authorises the train to depart.

Hierdie metode van treinbeheer moet van krag bly totdat al die loodsbedryfsvorms ingetrek en gekanselleer is

This method of train control must remain in force until all the pilot-working forms have been withdrawn and cancelled

Handtekening van loods

Signature of pilotman

Handtekening van treinbeheeramptenaar wat loodsbedryf instel

Signature of train-control officer introducing pilot working

Uitgereik aan * loods/treinbeheeramptenaar by

*Issued to * pilotman/train-control officer at*

stasie

station

Kennis geneem deur treinbeheeramptenaar by (naam van stasie) <i>Noted by train-control officer at (name of station)</i>	\$ Handtekening van treinbeheeramptenaar \$ <i>Signature of train-control officer</i>	Tyd <i>Time</i>

* Skrap onnodige reëls of woorde

** Delete lines or words not required*

\$ Hierdie handtekenings moet op die afskrif wat die loods het aangebring word en hy moet ook al die ander uitgereikte afskrifte teken

\$ These signatures must be made on the copy held by the pilotman, who must also sign all the other copies issued

- Twaalf van hierdie vorms moet op 'n gerieflike plek op elke stasie gehou word, sodat dit onmiddellik beskikbaar is
1. *Twelve of these forms must be kept in a convenient place at every station so as to be available at any moment*
- Wanneer 'n enkellyntrajek versper is, kan loodsbedryf ingestel word sodra uitvoering aan die bepalings van treinbedryfsreël no. 230 gegee en afskrifte van hierdie vorm, behoorlik geteken deur die loods en deur die treinbeheeramptenaar wat loodsbedryf instel, uitgereik is
2. *When a single line section is blocked, pilot working may be introduced as soon as the provisions of rule No. 230 have been complied with, and copies of this form, duly signed by the pilotman and by the train-control officer introducing pilot working, have been issued*

37/266729 SPOORNET 68

INSEL VAN LOODSBEDRYF : DUBBELLYNE
INTRODUCTION OF PILOT WORKING : DOUBLE LINES

SPOORNET

(Hierdie vorm moet gebruik word om treine in beide rigtings oor een lyn van 'n dubbellyn te laat loop ooreenkomstig treinbedryfsreël no. 235)
 (This form must be used to run trains in both directions over one line of a double line in accordance with train working rule No. 235)

Stasie <i>Station</i>	Datum <i>Date</i>	Tyd <i>Time</i>
Aangesien die * <i>The *</i>	tussen † <i>between †</i>	
en † <i>and †</i>	# versper is/herstel word, sal die verkeer <i># being obstructed/repared, the traffic</i>	
tussen † <i>between †</i>	en † <i>and †</i>	op die <i>on the</i>
‡ ‡	deur 'n loods beheer word ooreenkomstig treinbedryfsreël no. 235 <i>will be controlled by a pilotman in accordance with train-working rule No. 235</i>	
# Die betrokke wissels by † <i># The points concerned at †</i>		is met klampe beveilig om <i>have been secured with</i>
teenstrydige bewegings te voorkom <i>clamps to avoid conflicting movements</i>		

sal as loods optree en geen trein moet toegelaat word om die trajek binne
will act as pilotman, and no train may be allowed to enter the section unless

te ry nie tensy die loods teenwoordig is en persoonlik die trein magtig om te vertrek
the pilotman is present and personally authorises the train to depart

Hierdie metode van treinbeheer moet van krag bly totdat al die loodsbedryfsvorme ingetrek en gekanselleer is
This method of train control must remain in force until all the pilot-working forms have been withdrawn and cancelled

Handtekening van loods
Signature of pilotman

Handtekening van treinbeheeramptenaar wat loodsbedryf instel
Signature of train-control officer introducing pilot working

Uitgereik aan # loods/treinbeheeramptenaar by
Issued to # pilotman/train-control officer at

-stasie
station

Kennis geneem deur treinbeheeramptenaar by (naam van stasie) <i>Noted by train-control officer at (name of station)</i>	\$ Handtekening van treinbeheeramptenaar <i>\$ Signature of train-control officer</i>	Tyd <i>Time</i>

* Verstrek besonderhede van lyn of lyne, bv. "afhooflyn en afstopspoor", ens.

* *Furnish particulars of line or lines, e.g. "up main line", "down main line and down slow line", etc.*

† Verstrek naam of besonderhede van plek

† *Furnish name and particulars of place*

Skrap onnodige woorde

Delete words not required

‡ Verstrek besonderhede van lyn

‡ *Furnish particulars of line*

\$ Hierdie handtekenings moet aangebring word op die eksemplaar wat die loods het, en hy moet al die ander uitgereikte eksemplare teken

\$ *These signatures must be made on the copy held by the pilotman, who must also sign all the other copies issued*

37/266791 SPOORNET 74

KEERSY VAN VORM OVERLEAF OF VORM

- | | | | |
|-----|--|-----|---|
| 1. | Minstens twaalf van hierdie vorms moet op 'n gerieflike plek op elke stasie en in elke seinhuis gehou word waar 'n kruisspoor is sodat dit onmiddellik beskikbaar is, ooreenkomstig treinbedryfsreël no. 235 (1) (b) | 1. | At least twelve of these forms must be kept in a convenient place at every station and at every signal cabin where there is a cross-over road so as to be available at any moment, in accordance with train working rule No. 235 (1) (b) |
| 2. | Waar een lyn van 'n dubbellyn tydelik in 'n tweerigtinglyn omskep moet word, moet loodsbedryf ooreenkomstig die volgende reëling ingestel word: | 2. | Where one line of a double line must temporarily be converted into a bidirectional line, pilot-working must be introduced in accordance with the following arrangement: |
| 2.1 | Die treinbeheeramptenaar wat loodsbedryf instel, moet die vereiste getal van hierdie vorms invul, d.w.s. een eksemplaar vir homself, een wat deur die loods gehou moet word, een vir die treinbeheeramptenaar by elke tussenseinuis en een vir die treinbeheeramptenaar by of in beheer van die plek waar die trajek eindig wat deur middel van loodsbedryf beheer sal word. | 2.1 | The train-control officer introducing pilot working, must complete the required number of these forms, i.e. one copy for himself, one copy to be retained by the pilotman, one copy for the train-control officer at each intermediate signal cabin and one for the train-control officer at or in charge of the place where the section to be controlled by pilot working ends. |
| 2.2 | Nadat die loods al die vorms geteken en een eksemplaar teruggegee het aan die treinbeheeramptenaar wat hom aangestel het, moet hy een vir homself hou. Daarna moet hy deur die trajek gaan en 'n eksemplaar van die vorm by elke tussenseinuis onderweg afgee. Voordat hy 'n tussenseinuis verlaat, moet hy sorg dat die treinbeheeramptenaar die eksemplaar van die vorm teken wat daar agtergelaat word, en die handtekening van die treinbeheeramptenaar op sy eie vorm verkry. | 2.2 | The pilotman, after signing all the forms and handing back one to the train-control officer who appointed him, must retain one for himself. He must thereafter proceed through the section, delivering a copy of the form at each intermediate signal cabin on the way. Before leaving an intermediate signal cabin, he must see that the train-control officer signs the copy of the form left thereat and must obtain the signature of the train-control officer on his own form. |
| 2.3 | Nadat die loods aangekom het by die seinhuis wat die plek by die teenoorgestelde ent van die beoogde loodsbedryftrajek beheer, moet hy 'n eksemplaar van die vorm aan die treinbeheeramptenaar oorhandig. Die loods moet sorg dat die treinbeheeramptenaar die eksemplaar teken wat by hom gelaat word en laasgenoemde se handtekening op sy eie vorm verkry. | 2.3 | After the pilotman has arrived at the signal cabin controlling the place at the opposite end of the intended pilot-working section, he must hand a copy of the form to the train-control officer. The pilotman must see that the train-control officer signs the copy left with him and obtain the latter's signature on his own copy. |
| 2.4 | Voordat hy loodsbedryf instel, moet die loods sorg dat hy die handtekenings van al die betrokke treinbeheeramptenare op sy eie vorm verkry het. | 2.4 | Before introducing pilot working, the pilotman must see that he has obtained the signatures of all the train-control officers. |

BERIG INSAKE HERINSTELLING VAN GEWONE BEDRYF
MESSAGE REGARDING REINTRODUCTION OF NORMAL WORKING

SPOORNET

Kantoordatumstempel
 Office date stamp

VRAAGBERIG
 QUESTION MESSAGE

Voorvoegsel **K**
 Prefix

Berignommer Message number	# Ontvang/Gestuur om # Received/Sent at
-------------------------------	--

Van
From

Aan
To

Laaste aankoms van u stasie af
 Last arrival from your station

Laaste vertrek na u stasie
 Last departure for your station

Aangesien die * toestel/lyn herstel en die trajek tussen
 The * device/line having been restored to order, and the section between

en vry van alle treine is, wil ek gewone bedryf herinstel
 and being clear of all trains, I propose to reintroduce normal working

ANTWOORD
 REPLY

Voorvoegsel **KI**
 Prefix

Berignommer Message number	# Ontvang/Gestuur om # Received/Sent at
-------------------------------	--

Van From	Aan To
-------------	-----------

Laaste vertrek na u stasie korrek
 Last departure for your station correct

Laaste aankoms van u stasie af korrek
 Last arrival from your station correct

Aangesien die trajek tussen
 The section between

en
 and

vry van alle treine is, stem ek in dat gewone bedryf heringestel word
 being clear of all trains, I agree to reintroduction of normal working

Datum Date	Tyd Time
---------------	-------------

Treinbeheeramptenaar
 Train-control officer

- # Skrap onnodige woorde
- # Delete words not required
- * Skrap "toestel" of "lyn", na gelang van die geval
- * Delete "device" or "line", as the case may be