



CHAPTER-IV

WORKING OF TRAINS GENERALLY



GR 4.01. STANDARD TIME

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GR 4.01. STANDARD TIME

- For stations, which are not connected to the control, the specified stations shall pass on this information through telephone.
- At all Class “D” stations shall check their station clocks daily with the time of the Guard of the first stopping train for the day.

GR 4.02. ADVERTISED TIME

- **ADVERTISED TIME** refers to the scheduled departure and arrival times MENTIONED IN PTT
- No passenger train or mixed train shall be despatched from a station before the advertised time.

GR 4.03. SETTING WATCH

**Before a train starts from a terminal or
crew-changing station,**

- the Guard shall set his watch by the station clock or the clock at the authorised place of reporting for duty
- communicate the time to the Loco Pilot who shall set his watch accordingly.

GR 4.04. TIME OF ATTENDANCE FOR TRAIN CREW

- ✓ Every Guard, Loco Pilot and Assistant Loco Pilot shall be in attendance for duty at such place and at such time as may be prescribed by **special instructions.**
- ✓ Should report for duty at such times before the **scheduled departure** of the trains as the DRM may prescribe from time to time.

(CR)SR 4.04. TIME OF ATTENDANCE FOR TRAIN CREW

Guards -when to attend:

- Passenger Guards must report for duty at least 30 minutes before the scheduled departure of the train.
- Guards of Suburban trains shall report for duty at least 15 minutes before the scheduled departure of the train.
- In the case of goods trains originating from a terminal yard, the Guards shall appear on duty at least 45 minutes before the train is scheduled to leave.
- At intermediate points where only the change of train crew takes place, the time of attendance will be prescribed by the Divisional Railway Manager.

(CR)SR 4.04. TIME OF ATTENDANCE FOR TRAIN CREW

Loco Pilots and Assistant Loco Pilots - Attendance of –

- Loco Pilots and Assistant Loco Pilots must 'Sign On' at such time in advance of the starting time of their trains, as the Divisional Railway Manager will fix.
 - In the calculation of the time required, the following will be allowed for
 - ✓ 30 minutes for examining and taking over engine in shed after 'Signing On' duty.
 - ✓ Such time as is required for the journey between the shed and the train. This time should be calculated for each separate station, on an average of the actual time required.
 - ✓ 15 minutes for free shunting time before the departure time of the trains.
- They must also remain with their engines on arrival at the shed after finishing a journey for such time as may be prescribed for the purpose of examining their engines, booking repairs, or such other work as may be necessary.

GR 4.06. DIRECTION OF RUNNING

- On a double line, every train shall run on **the left hand line** unless otherwise prescribed by special instructions.
- If there are two or more parallel lines, the direction in which trains are to run on each line shall be **prescribed by special instructions.**

GR 4.06. DIRECTION OF RUNNING

SR 4.06:

The Up and Down direction of traffic on the various sections are given in the Working Time Table.

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GR 4.07 Supply of Working Time Table and Schedule of Standard Dimensions

- Working Time Table supplied to each station, Guard, Loco Pilot, Inspector of Way or Works, and any other railway servant requiring the use of the Working Time Table during the course of his duties.
- WTT supplied to the Commissioner of Railway Safety.
- Schedule of Standard Dimensions supplied to each Inspector of Way or Works and Train Examiner.

GR 4.08. Limits of speed generally:-

- Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by special instructions.
- Ref:-Railway Board's letter No.2022/Safety(A&R)/19/20 dated 27.07.22

GR 4.08. Limits of speed generally:-

- The sectional speed sanctioned and permanent speed restrictions shall be shown in the WTT
- The Loco Pilot shall observe the sanctioned sectional speed
- In case of electric loco or two speedometers in case of other locomotives are defective, such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be **reduced by ten per cent from the speed** otherwise permissible.

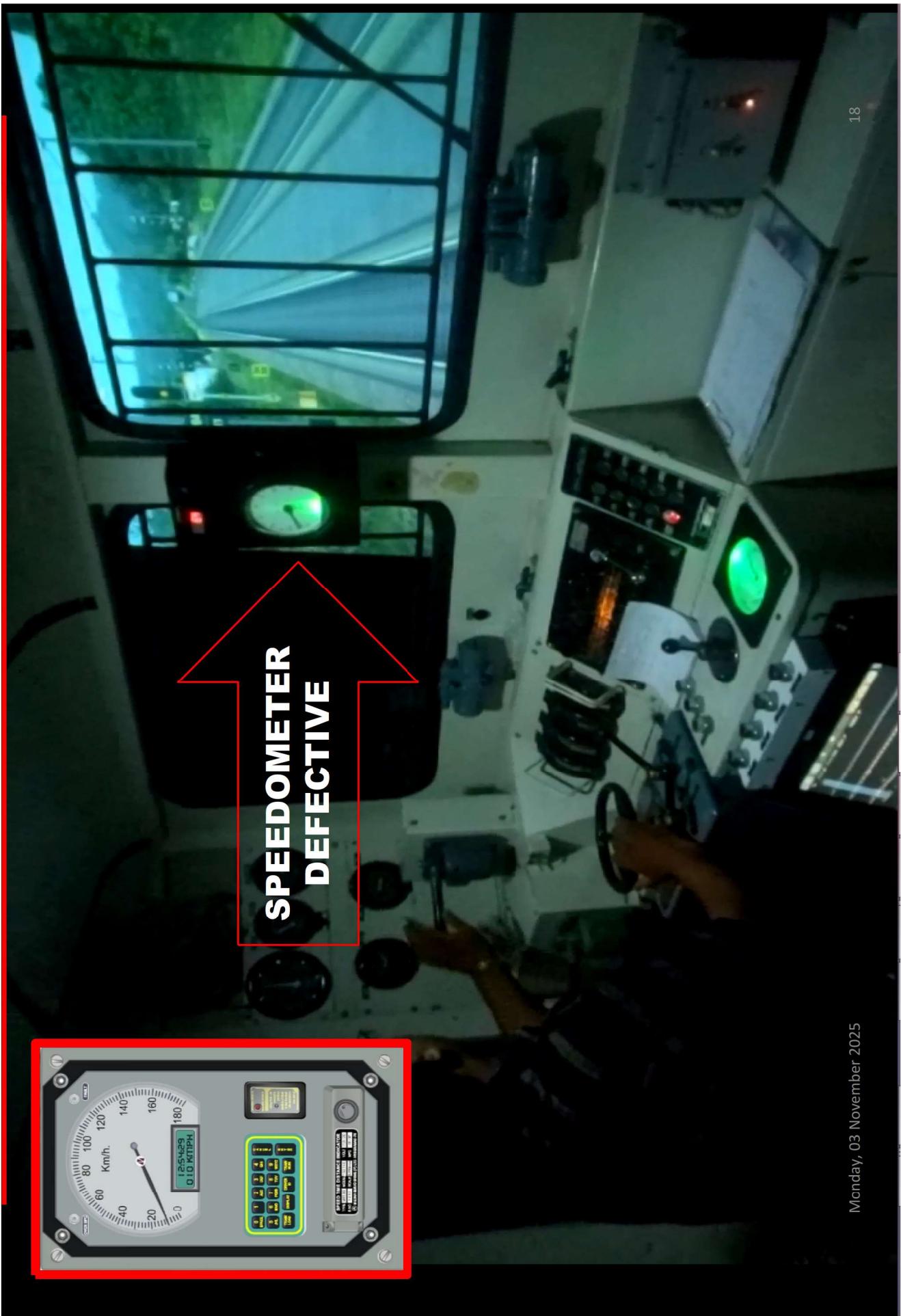
WORKING OF SPEEDOMETERS

No Locomotive shall be turned out from the shed with deficient or defective Speedometer.

SPEEDOMETER DEFETIVE

- IF DETECTED AT CREW CHANGING POINT: ASK FOR RELIEF OR REPAIR
- IF DETECTED BETWEEN CREW CHANGING POINT: WORK TRAIN WITH 10% REDUCTION OF SPEED THAN PERMITTED

SPEEDOMETER DEFECTIVE:



CAUTION ORDER

✓ WRITTEN/PRINTED ADVICE

✓ LP/GUARD

✓ TO OBSERVE SR OR SPECIAL CAUTION

✓ WHILE ON RUN B/W STATIONS/STATION

✓ DUE TO LINE REPAIR OR ANY OTHER

REASON

NOTICE STATION

✓ PLACE AT WHICH
DIVISIONAL CAUTION ORDER
IS ISSUED
✓ MENTIONED IN WTT

List of Notice Stations

The Notice Stations or any other stations where Divisional Caution Orders shall be issued are specified in the respective Divisional Working Time Tables.

TYPES OF CAUTION ORDER

- T/409 : DIVISIONAL/ SECTIONAL CAUTION ORDER
- T/A 409: NIL CAUTION ORDER
- T/B 409: REMAINDER CAUTION ORDER

T/B 409: REMINDER CAUTION ORDER

- A reminder Caution-Order shall be given to the Loco Pilot and Guard of the train at the block station immediately in rear of the affected block section if the train is being worked by an engine pushing it.
- In case, there is a banking engine/assisting engine or engines in rear/front, a reminder Caution Order should be issued by SM where such engines are attached.

GR 4.10. LIMITS OF SPEED OVER FACING POINTS

**WHAT IS THE SPEED
OVER FACING
POINTS?**

Depends upon

Interlocked points

Or Non-interlocked
points

A train may run over
interlocked facing

points at such speed as may
be permitted by the **standard**
of interlocking.

WHAT IS THE SPEED

OVER NON-INTERLOCKED
POINTS?

OVER NON-INTERLOCKED

CAN YOU RUN MORE
SPEED THAN 30 KMPH
OVER NON-
INTERLOCKED POINTS?

- ANSWER IS YES.
- By approved special instructions, which may permit a higher speed.

GR 4.10. Limits of speed over facing points

The speed of trains over non-interlocked facing points shall not exceed 30 kilometres an hour in any circumstances and the speed over turnouts and crossovers shall not exceed its permissible speed or 30 kilometres an hour whichever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed.

GR 4.10. Limits of speed over facing points

A train may run over interlocked facing points at such speed as may be permitted by the standard of interlocking.

**GR 4.11. Limits of speed while running
through stations**

**WITHOUT ISOLATION ,
WHAT IS THE MAXIMUM
SPEED?**

GR 4.11. Limits of speed while running through stations

No train shall run through an interlocked station at a speed **exceeding 50 KMPH** or such less speed as may be prescribed by approved special instructions unless the line on which the train is to run has been isolated from all other lines by the setting of points or other approved means, and interlocking is such as to maintain this condition during the passage of the train.

GR 4.12. ENGINE PUSHING

No engine or self-propelled vehicle shall push any train outside station limits, except in accordance with special instructions and at a speed not exceeding 25 kilometres an hour

PUSHING BACK: SPEEDS

- ❖ 25 KMPH -GUARD IS TRAVELLING IN THE LEADING VEHICLE
- ❖ 8 KMPH -IN ANY OTHER VEHICLE
- ❖ WALKING SPEED - W/O BV

GR 4.14 :Head light, marker lights and speedometer

- HEAD LIGHT
- FLASHING LIGHT
- MARKER LIGHTS
- WHITE MARKER LIGHTS
- RED MARKER LIGHTS
- SIDE LIGHTS

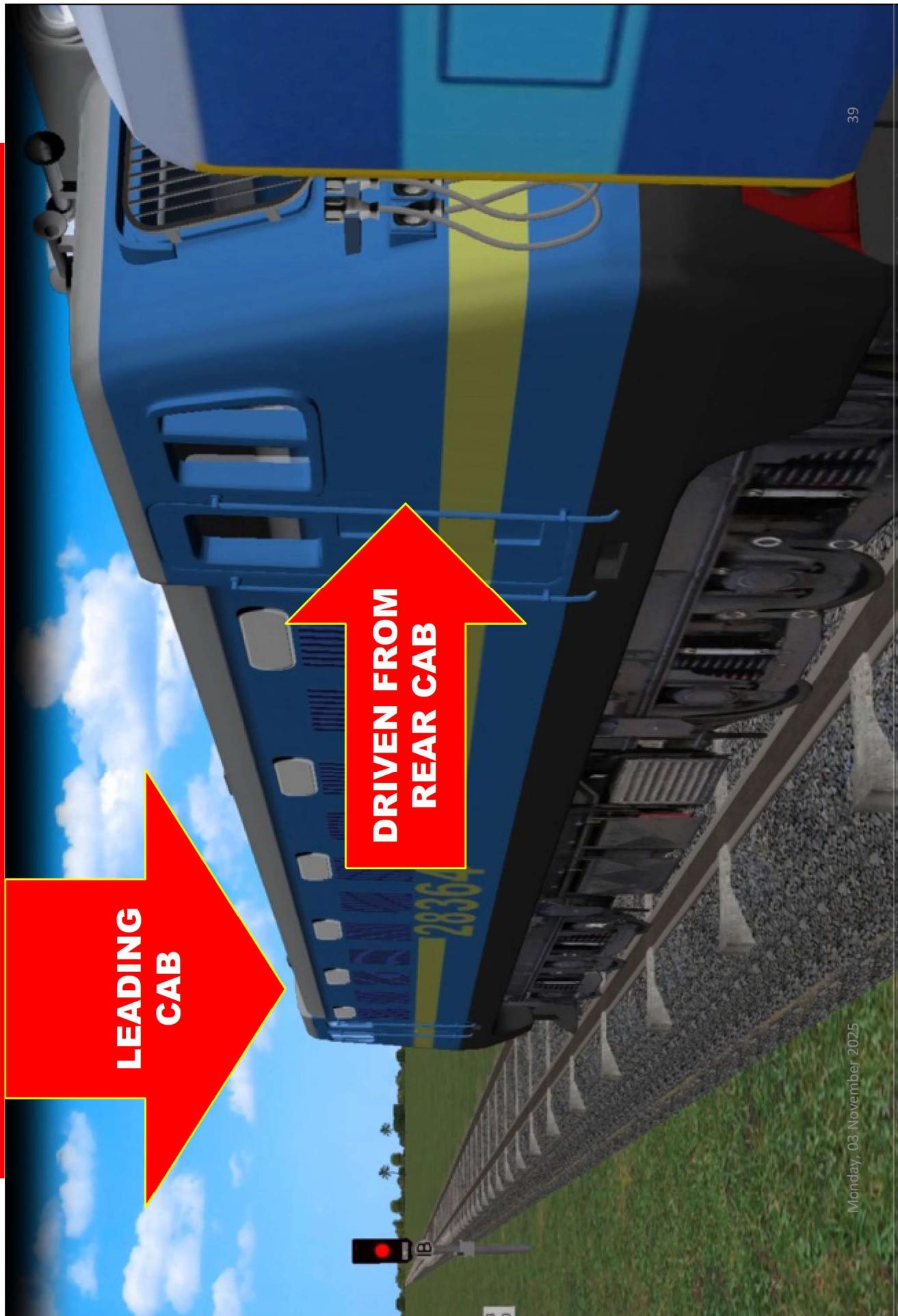
GR 4.14 HEAD LIGHT DEFECTIVE

**WITH MARKER
LIGHTS**

**40 KMPH OR
SEVEREST CO
OF SECTION
WHICHEVER
IS LESS**



LEADING CAB DEFETIVE:



LEADING CAB DEFETIVE:

**ELECTRIC LOCO OR DSL LOCO
WITH TWIN CAB DRIVEN FROM
REAR CAB**

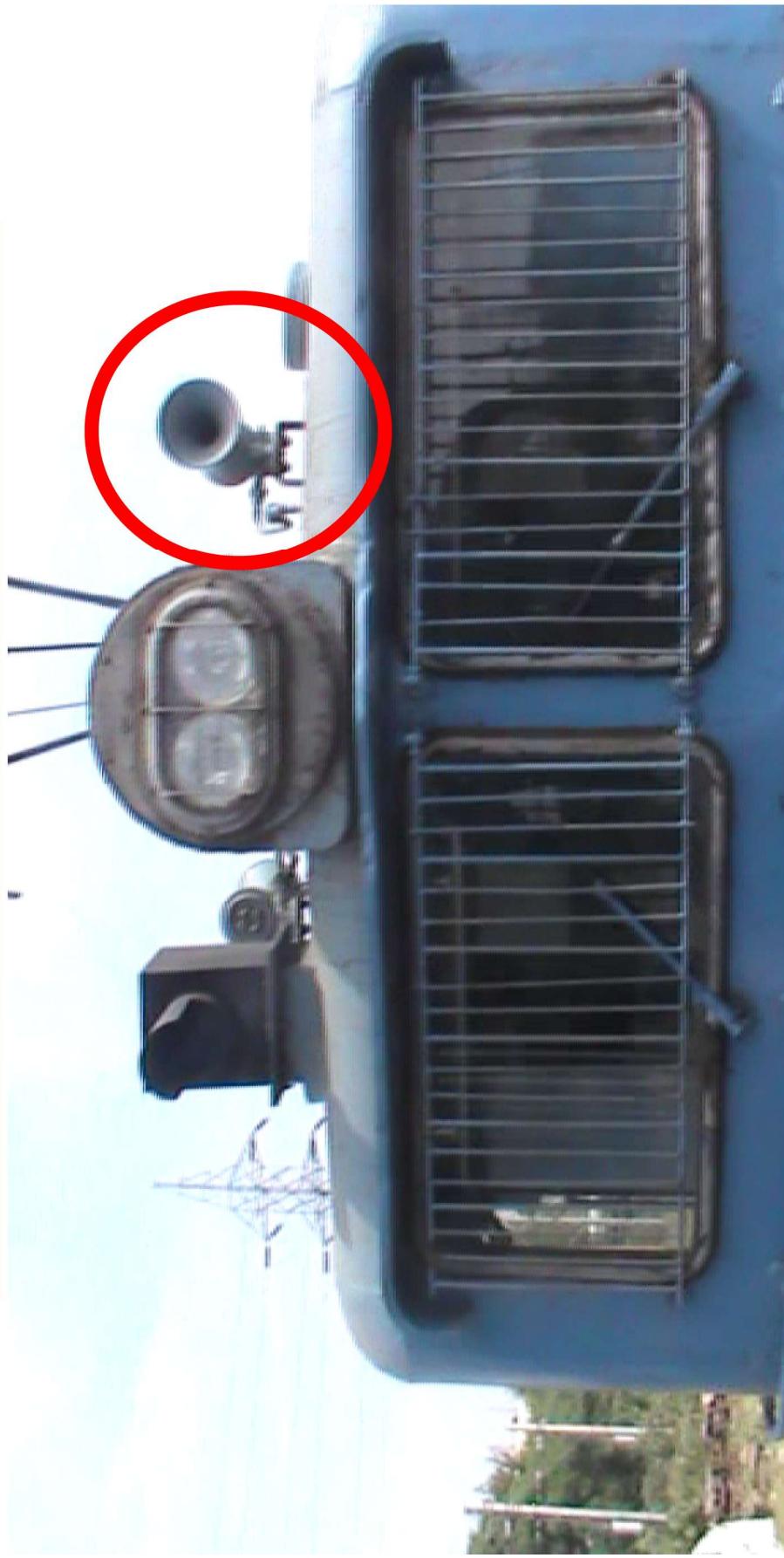
ALP DRIVING FROM REAR CAB:

40 KM/PH

LP DRIVING FROM REAR CAB:

15 KM/PH

WHISTLE DEFETIVE:



**CLEAR BLOCK SECTION AND
ASK FOR RELIEF OR REPAIR**

GR 4.15 TAIL AND SIDE LIGHTS

THROUGH TRAINS

TOWARDS ENGINE

WHITE

TOWARDS REAR

RED

SIDE LIGHTS

PRECEDENCE OF TRAINS

TOWARDS ENGINE

RED

TOWARDS REAR

WHITE

G.R.4.16 TAIL BOARD/TAIL LAMP

- In order to indicate to the staff that a train is complete, the last vehicle shall, be distinguished by affixing to the rear of it -
 - (a) by day, a tail board of approved design or a red painted tail lamp of approved design which may be unlit, or
 - (b) by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device, or
 - (c) such other device as maybe authorised by special instructions.
- In emergencies only, and under Special Instructions in each case, a red flag may be used in lieu of a tail board or an unlit tail lamp.

G.R.4.16 TAIL BOARD/TAIL LAMP

THE LAST VEHICLE OF ANY TRAIN

DAY:

RED TAIL BOARD

NIGHT:

**RED TAIL LAMP BY NIGHT AND IN CASE OF THICK
AND FOGGY WEATHER IMPAIRING VISIBILITY.**

GR 4.17:Responsibility of Station Master regarding tail board or tail lamp of passing trains

- ✓ SM see—every train passing through his station is provided with tail board/lamp
- ✓ Notices with out tail board/tail lamp
 - ADVANCE SM 6-2
 - REAR SM 6-3
- Shall not clear the block section
- where BPAC provided & functioning, SM may clear B/Sec

- But still advise to stop the train
- ✓ On double line, SM issue special caution to LP of train on adjacent line
- ✓ Incase train already left
 - Inform gate man to stop train
 - keep IB signal at ON
- OHE area, instruct TPC to switch OFF power supply

GR 4.23 BRAKE VAN

- CAN WE RUN A TRAIN WITH OUT BRAKE VAN?
- NO
- YES UNDER SPECIAL INSTRUCTIONS

- GR 4.24 POSITION OF
BRAKE VAN**
- CAN WE ATTACH A VEHICLE IN
REAR OF A BRAKE VAN?
- NO
- YES UNDER SPECIAL INSTRUCTIONS

GR 4.25 GUARDS

- CAN WE RUN A TRAIN WITH OUT TMR?
 - NO
 - YES
- UNDER
SPECIAL
INSTRUCTIONS

TAIL BOARD/TAIL LAMP



DURING DAY

TAIL BOARD/TAIL LAMP

- 1. GUARD ENSURE TAIL BOARD DURING DAY AND FLASHING TAIL LAMP DURING NIGHT IS PLACED IN REAR OF LAST VEHICLE OF TRAIN.**
- 2. TRAIN WORKED WITHOUT GUARD, STATION STAFF PLACE TAIL BOARD/LAMP IN REAR OF LAST VEHICLE.**
- 3. LV INDICATOR PLACED IN REAR OF ASST. ENGINE WHEN ATTACHED IN REAR BY GUARD**
- 4. IN CASE OF COUPLE LIGHT ENGINES RED MARKER SHALL BE SWITCH ON IN REAR OF REAR LOCO.**



BE SAFE

&

HABITUATE SAFE WORKING

ALL THE BEST