

S. R. 4.29.6. When a vehicle has been detached from a train due to defect or damage, the nearest TXR shall be advised. This vehicle shall be stabled and secured separately. Unnecessary shunting with or against such vehicle shall be avoided. The vehicle shall not be accepted again for traffic use or worked away from the station until certified fit by the TXR.

E. PRECAUTIONS BEFORE STARTING A TRAIN

4.30. Loco Pilot and Guard to examine notices before starting.—

Every Loco Pilot and Guard before starting with a train shall examine the notices issued for their guidance, and ascertain there from whether there is anything requiring their special attention on that section of the Railway over which they have to work.

S.R. 4.30. . All Loco Pilots and Guards shall acknowledge the relevant orders issued for their guidance and special attention on the section over which they are working. The Loco Pilots shall in addition assimilate information displayed in the crew lobby. (*Item no. 1 of AS-12 dt. 28.12.2023*).

4.31. Examination of trains before starting.—

When a train is examined by a Train Examiner at a station, the Station Master shall not give permission to start the train until he has received a report from such examiner to the effect that the train is fit to proceed and has the prescribed brake power.

S.R. 4.31.1. Brake Power Certificate (BPC) issued by Train Examiner shall constitute ‘Fit to Proceed’ report mentioned in GR 4.31 above. (*Item no. 2 of AS-12 dt. 28.12.2023*)

S.R. 4.31.2. When a vehicle has been detached from a train due to defect or damage, the TXR concerned shall at once be advised. Such vehicle shall not be accepted again for use until the TXR issues ‘fit memo’ in a prescribed form.

S.R. 4.31.3. When a train is stabled on account of inadequate brake power or where it is reported that the train brake system has been tampered with during stabling, C & W staff shall be deputed to examine the stabled train and issue a fresh ‘Brake Power Certificate’. (*Item no. 3 of AS-12 dt. 28.12.2023*).

S.R. 4.31.4. For coaching trains, at originating station, the TXR staff shall close the doors of Guard’s compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front/middle SLR and lock with Universal lock. TXR shall make an endorsement on BPC to this effect. (*Item no. 6 of AS-12 dt. 28.12.2023*)

4.32. Examination of train by Loco Pilot.—

The Loco Pilot shall, before the commencement of the journey and after performing any shunting en route, ensure –

- a. that his engine is in proper working order,
- b. that the coupling between the engine and the train is properly secured, and
- c. that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.

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S.R. 4.32.1. In addition to ensuring that the coupling between the engine and the train is properly secured as per GR 4.32.(b), Loco Pilots shall also personally ensure that the hose pipe connections between the engine and the train are proper. (*Item no. 10 of AS-12 dt. 28.12.2023*)

S.R. 4.32.1.1 Before commencement of journey in IR-ATP (Kavach) territory, the Loco Pilot shall boot up on-board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco Kavach will be effective only after passing first stop signal in “OFF” condition. (*Item no. 8 AS-20 Dt:21.01.2025*)

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S.R. 4.32.2. The Loco Pilot and the Guard shall ensure that the ‘Brake Power Certificate’ handed over to them is correct and valid before starting the train. The Fit to Proceed Report (Brake Power Certificate) must be possessed by the Loco Pilot and the Guard of the train till the train completes its journey. (*Item no. 5 of AS-12 dt. 28.12.2023*)

S.R. 4.32.3. Before starting the trains, Loco Pilots and Guards shall ensure that the prescribed minimum level of air pressure (as given in the following table) is available/obtained on the locomotives and brake-vans respectively. The Loco Pilot shall sign the ‘Brake Power Certificate’ after satisfying that the prescribed minimum level of air pressure has been obtained in the locomotive and that the Guard has signed it.

The minimum level of air pressure to be maintained

Type of service	Brake pipe pressure in Train (kg/cm ²)		Feed pipe pressure in Train (kg/cm ²)	
	Locomotive	Brake Van	Locomotive	Brake Van
Coaching Trains	5.0	4.8	6.0	5.8
Goods/Material Trains (upto 58 wagons)	5.0	4.8	6.0	5.8
Goods/Material Trains (beyond 58 wagons)	5.0	4.7	6.0	5.7

Before starting a train, either from originating station or after any attachment/detachment of vehicles/locomotive or change of traction (from Electric to Diesel or vice versa) the Loco Pilot and the Guard shall carry the Brake Continuity test as per the Joint Procedure Order. (*Item no. 4 of AS-12 dt. 28.12.2023*)

S.R. 4.32.4. A banking engine or assisting engine, if attached shall not assist in building air pressure. (*Item no. 11 of AS-12 dt. 28.12.2023*).

S.R. 4.32.5. Percentage of brake power in Coaching & Freight trains:

The percentage of effective brake power for different services at originating station as well as en route is given below:

Service	Brake Power Percentage (%)	
	Originating	Enroute
Coaching	Mail/Express/Passenger	100
Freight	CC rakes	100
	Premium rakes	95
	Ordinary end-to-end rakes	90
		Not specified
		75

If the percentage falls below the levels indicated above, speed of the trains shall be regulated suitably. (*Item no. 12 of AS-12 dt. 28.12.2023*)

S.R. 4.32.6. The empty/load operating handle, where provided, should be set in ‘empty’ position when the wagon is empty or partially loaded with gross load not exceeding 42.5 tonnes and in ‘load’ position when the gross weight of wagon exceeds 42.5 tonnes. (*Item no. 13 of AS-12 dt. 28.12.2023*)

S.R. 4.32.7. Whenever a train is stabled enroute, the Loco Pilot and Guard shall hand over the ‘Brake Power Certificate’ available with him/her to the Station Master for safe custody.

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The Station Master shall hand over the original 'Brake Power Certificate' collected from the Loco Pilot and Guard of the stabled train to outgoing Loco Pilot and Guard. (Item no. 14 of AS-12 dt. 28.12.2023)

S.R. 4.32.8. The rake should be cleared with twin pipe brake system if the BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train. (Item no. 9 of AS-12 dt. 28.12.2023)

S.R. 4.32.9. Other instructions as contained in JPOs issued from time to time shall be followed. (Item no. 15 of AS-12 dt. 28.12.2023).

S.R. 4.32.10. Guard and Loco-pilot check: (Item no. 16 of AS-12 dt. 28.12.2023)

S.R. 4.32.10.1. GLP check of a goods train is required in the following circumstances: (Item no. 17 of AS-12 dt. 28.12.2023)

- (i) At every loading/Unloading point, the CC and Premium rakes, shall be checked by the Guard and the Loco Pilot, before commencement of journey;
- (ii) After a rake is unloaded in a tippler, where C&W staff are not available GLP check shall be done by the Guard and the Loco Pilot.
- (iii) For end to end BPC rakes, if the unloading point is not a train examination point, then the rake shall be cleared with GLP check to the next examination point in the direction of movement.
- (iv) For end to end rakes, In case where back loading is done at a non-train examination point, such trains shall be moved on GLP check upto first nominated train examination yard in the direction of movement.
- (v) While clearing a rake stabled for more than 24 hours at a station enroute.
- (vi) If BPC is invalid.

BPC becomes invalid under the following conditions for different types of examinations:

S. No.	CC	Premium	End to end
1	When rake integrity disturbed by more than 4 wagons.		
2	The rake shall not be stabled for more than 24 hrs. at Train examination Yard.		
3	CC rakes moved to any other Zone not mentioned in the circuit.	-	-
4	Overdue CC rake is not moved in the direction of PME depot.	Premium rake moves for loading after 12 days from the date of issue of BPC.	-
5	CC Rake running more than 35 days/ 7500 kms or as per latest guidelines issued by Railway Board.	Empty rake running after the 12th day of issue of BPC or as per latest guidelines issued by Railway Board.	Destination stations not mentioned or unsigned corrections of destination name in the BPC of loaded rakes.

Note: As per Railway Board letter No. 2002/M (N)/204/10/Vol.I dated 30.07.2009 regarding validity of BPC for detachment/ attachment of 5 BLC/BLL wagons permitted enroute during validity of BPC.

S.R. 4.32.10.2. Post loading examination after loading of the rake with steel consignment shall be done by SSE/JE (C&W) only.

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4.32.10.3. When a train is ordered without Guard and GLP check is necessary, the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check. (Item no. 7 of AS - 12 dt. 28.12.2023)

S.R.. 4.32.10.4. GLP (Guard & Loco Pilot) check list (Item no. 8 of AS-12 dt. 28.12.2023):

1.	Rake integrity is not disturbed by more than 4 (four) wagons. Only intensively examined wagons given fitness by train examining staff may be attached.
2.	All CBCs and air hoses are properly coupled and locked.
3.	All the angle cocks are in open condition.
4.	The last Angle cock is in closed condition.
5.	Empty/Load device handles, where provided, are in proper position.
6.	There are no loose fittings/hanging parts like push-pull rod, brake beam, safety brackets, brake blocks and operating handle etc., which may endanger safe running of the train.
7.	There are no broken or displaced springs.
8.	There are no displaced elastomeric pads and canted Adopter.
9.	Hand brakes of all wagons are released.
10.	Doors of wagons are closed and locked/secured.
11.	Ensure visually that there is no excessive body bulging, which is dangerous.
12.	Any symptoms of Hot axle like de-colourisation of bearing, heavy grease oozing, breakage of axle box cover plate, end plate etc.
13.	Any other abnormality noticed which may endanger the safety and action taken.
14.	Continuity of brake pipe pressure is confirmed before starting the train.

Guard and Loco Pilot shall prepare a memo jointly in triplicate, as per the proforma given below, indicating the brake power and deficiency, if any, append their signatures and both of them shall retain a copy of the same. Guard should obtain the endorsement of SM/YM on two copies of joint memo and hand over the third for the record of SM/YM. When train is ordered without Guard, the memo shall be prepared in duplicate and signed by LP alone and he/she shall obtain the endorsement of SM/YM in one copy and hand over the other for the record of SM/YM.

Pro-forma for joint check by the Loco Pilot and Guard:

1.	Date:	Station:	
2.	Train No. and Loco No.:		
3.	From.....	To
4.	BPC No., date & station of issue:		
5.	Loaded at or:		Tippled at
6.	Time of Locomotive attached:	:
7.	Total Load:	:
8.	Brake Power Percentage	:	
9.	Deficiencies	:	

Signature of Loco Pilot
(Name of Loco Pilot)

Signature of Guard
(Name of Guard)

S.R. 4.32.11. As and when there is change of traction ie. electric to diesel or vice versa , after ensuring coupling and hose pipes connected, the formation should be released by Assistant Loco Pilot/Guard of the train/station staff/ C&W staff/siding staff. The train shall be started after conducting brake continuity test and after obtaining requisite air pressure. (Item no. 19 of AS-12 dt. 28.12.2023)

S.R. 4.32.12. Instructions for train operation – en route: ((Item no. 20 of AS-12 dt. 28.12.2023)

- (i) At the first opportunity, after starting, the Loco Pilot shall destroy a part of air pressure in order to get an idea of the brake power of the train. On the basis of this test, the Loco Pilot shall regulate the train's speed in such a way that he/she can stop the train wherever required during the run. In the same manner, the Loco Pilot shall test brake power on train, on first falling gradient so that he/she will get an idea of brake power of the train (Item no. 21 of AS-12 dt. 28.12.2023).
- (ii) In case of a Loco Pilot experiencing any inadequacy of brake power and is unable to control and stop the train, he/she shall restrict the speed of the train so as to keep it under control all the time and work the train cautiously to the nearest train examining point where C & W staff shall examine and rectify the defects if any and issue a fresh 'Brake Power Certificate' or make suitable endorsement. (Item no. 22 of AS-12 dt. 28.12.2023).
- (iii) When starting trains after bringing them to a halt by full service or emergency application of brakes, the Loco Pilots shall build air pressure in the locomotives to the levels indicated in SR 4.32.3 above and allow it to build up in the brake-vans before starting their trains. (Item no. 23 of AS-12 dt. 28.12.2023).

4.33. Examination of single and multiple units by Loco Pilot.—

When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot while taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order. 4.33.