

S.R. 4.58.1. When the engine has not cleared the fouling marks, the Loco Pilot shall call the attention of the Station Master by giving three long whistles and at the same time wave a Stop hand signal in both directions. He shall also send his Assistant Loco Pilot to advise the Station Master of the position.

S.R. 4.58.2. At stations, the Loco Pilot of the train, unless otherwise indicated, shall bring his engine to a stop as close as possible to the Starter/fouling mark/Stop board to ensure clearing of the fouling mark at the rear end.

4.59. Moving of train carrying passengers after it has been stopped at a station:-

When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond or short of the platform, the Loco Pilot shall not move it, except under orders of the Guard or to avert an accident.

4.60. Guard not to leave train till handed over:-

No Guard shall leave his train until it has been properly handed over in accordance with special instructions.

S.R. 4.60. On arrival of the train at the end of the journey or at the Guard changing station, the Guard shall hand over the brake-van equipment and train papers, parcels, luggage, etc., as required and sign the Guard's Sign 'on' and Sign 'off' duty register. (Item no. 6 of II of AS-1 dt. 19.04.2021).

4.61. Loco Pilot not to leave engine when on duty:-

No Loco Pilot shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant as been placed in charge of the locomotive or self-propelled vehicle. In the case of a self-propelled vehicle manned by a Loco Pilot only, a Loco Pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake.

S.R. 4.61. The competent railway servant referred to in Rule 4.61 is the Assistant Loco Pilot.

H. WORKING OF MATERIAL TRAINS

4.62. Working of a material train in a block section.—

A material train shall be worked only with the permission of the Station Masters on each side and in accordance with special instructions.

S.R. 4.62.1.1. When a material train is required to be run for Engineering purposes, the DRM shall make necessary arrangements in good time advising all concerned, the nature of the work to be done, the duration of work, and the station at which it is to be stabled daily during the period of work. A material train shall usually work only between sunrise and sunset except in an emergency with the permission of the DRM. A material train shall not be permitted to work during thick, foggy or tempestuous weather impairing visibility.

S.R. 4.62.1.2. In case of emergency arising from breaches, floods, landslips or other causes, the running of a material train may, on the application of the Engineering branch, be at once ordered by the Station Master or other senior Official.

S.R. 4.62.2. The running and stabling of material trains on controlled sections shall be arranged by SCOR. Subject to the provisions of S.R. 4.62.4, the speed of a material train shall not exceed the speed laid down for goods trains with a similar load.

S.R. 4.62.3. The Guard and the Loco Pilot of a material train shall protect the train in accordance with G.R. 6.03, when working between stations.

S.R. 4.62.4.1. When the engine is pushing a material train and the brake-van is leading—

1. The speed shall not exceed 25 KMPH on a straight line, and 8 KMPH over a turn out ;
2. The Guard shall travel in the leading brake-van and continuously exhibit PHS to the Loco Pilot. The absence of PHS may be due to an obstruction and the Loco Pilot shall stop the train at once;
3. The train crew shall keep a good look-out especially in the direction in which the train is moving and shall be prepared to stop short of any obstruction ; and
4. At non-interlocked stations when approaching turnouts, the Guard shall stop the train at the outermost points, satisfy himself that the points are correctly set, locked and manned and then show hand signals to the Loco Pilot to back.

S.R. 4.62.4.2. When the engine is pushing a material train and the brake-van is not leading.—

1. The speed shall not exceed 8 KMPH;
2. The Guard shall travel in the leading vehicle and the provisions of clauses 4.1.2, 4.1.3 and 4.1.4 shall be complied with.

S.R. 4.62.4.3. When a material train is approaching a station with the engine pushing the train, on the single line, in regular working, the Station Master shall take 'off' signals as usual.

S.R. 4.62.5. Except in an emergency, such as an accident or breach of the railway line, working of material trains carrying labourers shall not be permitted between sunset and sunrise. If due to certain circumstances, it is necessary to work material trains during night, permission to do so shall be obtained from the DRM, who shall give the permission subject to the following conditions .—

1. The work spot shall be sufficiently lighted;
2. Second class accommodation for the labourers shall be provided on the train; and
3. The Guard of the train shall ensure that no labourer is travelling in the material wagons.

S.R. 4.62.6.1. A material train shall not be divided outside station limits, except in an emergency, and in such cases only on the authority and personal supervision of PWI, who shall be entirely responsible for ensuring, before the train is divided, that necessary precautions are taken to ensure safety. Before the train is divided, the Guard shall apply the hand-brake in the brake-van and the hand-brakes of a sufficient number of vehicles and secure, by means of safety chains or sprags/wedges, a sufficient number of wheels in each portion of the train and shall also ensure personally that all the labourers have been detrained. Vehicles shall not be detached from a material train standing on a grade of 1 in 100 or steeper. The Loco Pilot may detach the engine from a material train with the Guard's permission who shall, before giving the permission, ensure that the hand-brakes on each vehicle are properly applied and the wheels secured with safety chains and sprags/wedges to prevent any movement.(Note — See Rule 4.48).

S.R. 4.62.6.2. A material train may be divided outside station limits in connection with the shunting of vehicles into or out of a siding on the block section, provided there are no instructions to the contrary in Station Working Rules of the station controlling the siding.

S.R.4.62.7. No material which has been unloaded shall be left above rail level, infringing the standard moving dimensions prescribed in the schedule of dimensions.

S.R.4.62.8. A material train may enter or work in the Loco yard only with the permission of the CCC.

S.R.4.62.9. At least one brake-van shall be attached in the rear of the material train. When running through between stations, the engine shall be marshaled at one end of the train and the brake-van at the other end. Material trains shall be so marshaled that there is adequate brake power.

S.R.4.62.10. The Station Master shall issue a memo (in duplicate) in the following form, in addition to the authority to proceed, to the Loco Pilot of every material train which is required to work outside station limits.—

From	Date:	
Station Master/..... Station	Time:	
To		
Loco Pilot of material train number.....		
<p>You are required to proceed to thestation at the other end or you must return tostation (as the case may be).</p> <p>You shall clear the block section byhours, for the passage of other trains.</p>		
Signature of Guard	Signature of Loco Pilot	Signature of Station Master

The memo shall be countersigned by the Guard. The Loco Pilot shall take the original and return the duplicate signed. The Station Master shall enter the particulars contained in the memo, in the remarks column of the TSR against the entry for the train.

S.R.4.62.11.1. All the ballast wagons/sleeper carriers/ wagons comprising of ballast trains must have a nominated base depot which should be clearly stenciled on these wagons.

S.R.4.62.11.2. These wagons must touch the base depot at least once in thirty days at which time, they will be intensively examined and any repairs would be attended and a BPC issued giving therein individual number of wagons for which the BPC was issued. The BPC will be valid for a period of 30 (thirty) days, subject to the condition that the rake would be examined at intervals of one week at the site.

S.R.4.62.11.3. At the time of intensive examination at base depot, the effective brake percentage would not be less than 90%. Once every week thereafter, wherever these wagons are available after unloading, if TXR staff is available at that station, those staff or else a flying gang of C & W staff would examine and revalidate the BPC.

4.63 Workers on material train.—

The Guard of a material train shall, before giving the signal to start, see that all the workers are on the train, and warn them to sit down.

S.R.4.63. Before giving the signal to start, the Guard shall satisfy himself that there are no workers under the vehicles and that the Engineering official-in-charge has been advised that the train is ready to start.