

**Provided that detaching of engines from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety.**

S.R.4.48.1. The engine of a train carrying passengers shall not be detached outside station limits except in an emergency. If it is required to be detached in an emergency the following precautions shall be taken.—

- (1) Hand brakes of all brake-vans and goods and coaching vehicles on train shall be securely applied.
- (2) The Skids/wedges shall be securely jammed under the farthestmost wheels of the rake in the direction of the falling gradient
- (3) Vacuum shall be created to the maximum extent possible by blowing up with the large ejector and an attempt shall be made to lightly pull or push the load with the engine in the direction of the falling gradient. Only after it has been ensured that the load is securely restrained against movement, the vacuum will be dropped and the engine detached. The interval from the time the engine is detached and to the time it is again attached to the train shall not exceed 45 minutes.

S.R.4.48.2. If it is required to detach the engine of a goods train outside the station limits on a gradient not steeper than 1 in 600, the Guard shall apply the hand brake of the brake-van and also the hand brake of at least 18 vehicles on the train. If the gradient is steeper than 1 in 600 the Guard shall apply the hand brake of the brake-van and also the hand brakes of all vehicles on the train.

S.R.4.48.3. Loco Pilot should apply the train brake (A9) to ensure that brakes are holding effectively on the wheels of the coaches/wagons before allowing detaching the locomotive in any case.

#### **4.49. Starting and stopping of train.—**

**The Loco Pilot shall start and stop his train carefully and without a jerk.**

S.R. 4.49.1 The Loco Pilot shall enter station yard with his train under complete control and avoid overshooting stop boards or starter signals or the place where the train is required to come to a stand. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not overshoot the platform.

S.R. 4.49.2.1. Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the train (A9) and loco (SA9) brakes so as to hold the train safely on the gradient.

S.R. 4.49.2.2. The guard of the train has to verify application of train brakes by observing the drop in the BP pressure gauge provided in the SLR/BV. In case the brakes have not been applied, the Guard will communicate with the Loco Pilot and find out the reason for non-application of train brakes. In case assistance is required by Loco Pilot, the Guard will apply the train brake by operation of guards emergency brake valve provided in the SLR/BV

#### **4.50. Sounding of engine whistle.—**

- (1) **Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle—**
  - (a) before putting an engine in motion ;
  - (b) when entering a tunnel ; and
  - (c) at such other times and places as may be prescribed by special instructions.

**(2) Engine whistle code shall be prescribed under special instructions.**

S.R.4.50.1. The following are the code of engine whistles, which shall be sounded by the Loco Pilots.

**Whistle Codes**

S. No.	Code of engine whistle	Indication
1	0	(a) Before starting: (i) Indication to Loco Pilot of assisting/banking engine that the Loco Pilot of leading engine is ready to start. (ii) Acknowledgement by the Loco Pilot of assisting/banking engine to leading engine. (iii) Engine ready to leave loco yard or after completing loco work. (iv) Engine ready to go to Loco Yard. (b) On run: (i) Assistance of the other engine not required. (ii) Acknowledgement of Loco Pilot of assisting/banking engine that assistance stopped.
2	0 0	(a) Call for Guard's signal. (b) Signals not exchanged by Guard. (c) Signals not exchanged by station staff.
3	— 0	(a) Guard to release brakes. (b) Before starting engine or a train from station/mid-section. (c) Main line clear after backing into siding.
4	0 0 0	(a) Guard to apply brakes. (b) Train is out of control, Guard to assist.
5	0 0 0 0	(a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause. (b) Protect train in rear.
6	— — 0 0	Call for Guard to come to engine.
7	0 — 0	(a) Token not received. (b) Token missed. (c) With wrong 'authority to proceed'. (d) Passing Stop signal at 'on' with proper authority
8	—	(a) Before starting, vacuum/air pressure recreated on ghat section, remove sprags. (b) Passing an Automatic Stop signal at 'on' (c) Passing an IB signal at 'on' when the telephone provided on the signal post is out of order and the Loco Pilot is, thus unable to contact the station in rear. (d) On run— (e) Acknowledgement of Guard's signal
9	----- (Intermittent whistling) long)  ----- (Continuous Long whistle)	(a) Approaching level crossing; (b) Approaching tunnel or area of restricted visibility or curves or continuous cuttings or site of accident; or when in consequence of fog, storm or any other reason the view of the signal is obstructed; (c) Recall railway servant protecting train in rear; (d) Material train ready to leave; (e) Running through a station; (f) Approaching a Stop signal at 'on'; (g) Detained at a Stop signal.

S. No.	Code of engine whistle	Indication
10	— 0 — 0	(a) Train parting (b) Train arriving incomplete.
11	0 0 —	(a) Alarm chain pulled. (b) Insufficient vacuum/air pressure in engine. (c) Inter-communication apparatus used.
12	— —	Raise pantograph. To be acknowledged by the other engine.
13	— 0 —	Lower pantograph. To be acknowledged by the other engine.
14	— 0 0	(a) Signal arm taken 'off' but light extinguished. (b) Signal arm improperly/insufficiently taken 'off'. (c) Defective signal.
15	— — —	Fouling marks not cleared.
16	000000000 000 (frequently)	(a) Apprehension of danger. (b) Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason. (c) While working on a single line section during total interruption of communications or when single line working is introduced on a double line section. (d) Moving in wrong direction on a double line or against the signalled direction in the Automatic block signalling territory.

SR 4.50.2 The signals above are illustrated by '0' for a short whistle and '—' for a long whistle.

SR 4.50.3 Whistle Boards are provided at a distance of 600 metres on the approaches to such manned level crossing gates outside station limits where a clear view of the line from the level crossing gate is not available. Loco Pilots of trains, on noticing whistle boards shall sound their engine whistle intermittently long from the time they approach a whistle board till they pass the relevant Level Crossing.

SR 4.50.4 In the event of failure of whistle/horn of engine while working a train, the Loco Pilot should work the train cautiously to clear the block section and ask for repair or relief.

#### 4.51. Bell signals between Loco Pilot and Guard:—

**When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions, shall be used.**

S.R.4.51. Bell Signals between Loco Pilot and Guard

(1) The following Bell Signal Codes shall be given by the Loco Pilot/Motorman and to be acknowledged by the Guard working EMU/DMU trains.

S. No.	Bell Signal Code by LP/Motorman	Indication	Acknowledgment by Guard	Indication
1.	0	1. Signal is ON or 2. Stopping train or 3. Unable to start.	0	Acknowledge
2.	00	Signal is OFF and starting the train	00	Acknowledge and Ensure conditions to start before starting.