

4.34. Duties of Guard when taking over charge of a train.—

The Guard when taking over charge of a train shall satisfy himself, before the train is dispatched –

- (a) that the train is properly coupled,**
- (b) that the train is provided with the prescribed brake power,**
- (c) that the train carries tail board or tail lamp and side lamps and that such lamps are lighted and kept burning brightly, when required,**
- (d) that the appliance, if any, for communication between the Guard and the Loco Pilot, is in proper working order, and**
- (e) generally that, as far as he can ascertain, the train is in a state of efficiency for travelling.**

S.R. 4.34.1. The Guard shall not give the signal to start at the train starting station or at a station at which vehicles have been attached or detached, until he/she has satisfied him/herself that prescribed air pressure as shown in SR 4.32.3., is available in the rear brake-van. If prescribed pressures could not be maintained, the train shall not be started until the fault is rectified and if the fault could not be rectified, the defective engine or vehicle shall be detached. (Item no. 24 of AS-12 dt. 28.12.2023).

S.R. 4.34.2. The Guards shall ensure that the marshaling on trains is in accordance with the instructions given in Appendix – VIII (Marshaling) of SCR G&SR. (Item no. 25 of AS-12 dt. 28.12.2023).

S.R. 4.34.3. Guards of all goods trains (including material trains) before starting shall examine the side and end doors of all stock that open outwards and ensure that all such doors are properly secured or locked in the closed position so that they cannot swing out. In case of wagons whose doors cannot be secured and locked in the closed position, they shall be secured in the open position and hooks put on so that they will not swing out.

S.R. 4.34.4. When taking over charge of a train and before signing the BPC, the Guard of a train shall ensure that the TXR has signed in the BPC form that:

- (i) The doors of all carriages and wagons are in proper working order and can be closed and fastened.
- (ii) Vestibule connections are properly secured and the doors, when necessary, are locked and bolted.

SR 4.34.5. Guard shall also carryout duties assigned to him/her vide SRs 4.32.2, 4.32.3, 4.32.11 and ensure complying of SRs 4.32.5, 4.32.6, 4.32.8, 4.32.9 & 4.32.10.

4.35. Starting of trains.—

- (1) A Loco Pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him, is clear of visible obstructions and the Guard has given the signal to start. Guard shall see, before giving the starting signal, that all is right for the train to proceed. (Item no. 2 of I of AS-3 dt. 31.03.2022)**
- (2) The Station Master and Guard may be assigned any role or duty to ensure the safety in the manner as specified by special instructions. (Item no.3 of I of AS-3 dt. 31.03.2022).**

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(3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers. (Item no. 4 of I of AS-3).

(4) In case of any travelling in contradiction to Sub-rule (3), the Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorised person from the compartment or vehicle or roof of the vehicle. (Item no. 5 of I of AS-3 dt. 31.03.2022).

S.R. 4.35.1. The Station Master shall grant authority to proceed to a train only when the following conditions are fulfilled — (Item no. 8 of II of AS-3 dt. 31.03.2022).

- 1 Line Clear has been obtained from the station in advance.
- 2 Correct Starter signal has been taken 'off' or where required 'starting permit' has been sent to the Loco Pilot.
- 3 The LSS has been taken 'off' on the double line/single line tokenless areas and authority to proceed has been sent to the Loco Pilot on single line token sections.

S.R. 4.35.2. When a train carrying passengers is due to leave and all work in connection with it is completed, the Station Master shall arrange to announce starting of the train in the following manner – (Item no. 9 of II of AS-3 dt. 31.03.2022).

- 1 Through public address system at stations where such system is provided.
- 2 At all other stations by ringing the station bell as follows —

(1)	2 beats for starting a Down train	(3)	4 beats for a Branch line train.
(2)	3 beats for an Up train		---

S.R. 4.35.3. The Guard shall sound his whistle and display a green flag by day and a green light by night to the Loco Pilot to start his train. (Item no. 11 of II of AS-3 dt. 31.03.2022).

S.R. 4.35.4. At all stations except, those provided with public address system, sharp continuous beats shall be given on the station bell to announce the approach of a stopping train. (Item no. 12 of II of AS-3 dt. 31.03.2022).

S.R. 4.35.5. The Motorman/Loco Pilot of a train shall not start his/her train even after getting starting signal from Guard of a train, if departure signals are at 'ON'. As soon as 'OFF' aspect of departure signals (including starter signal) are given, the Motorman/Loco Pilot shall communicate by giving two bell signals to Guard or long whistle and shall start the train after getting starting signal from the Guard. (Item no. 19 of II of AS-3 dt. 31.03.2022).

4.36. Guard to be in charge of train.—

After the engine has been attached to a train, and during the journey, the Guard or (if there be more than one Guard) the Head Guard shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purposes. In the case of any self-propelled vehicle, such as a motor coach without a trailer and unaccompanied by a Guard, the duties of the Guard shall devolve on the Loco Pilot.

S.R. 4.36. Guard shall report to the Station Master of the next station, any stoppage or other irregularities in train working record the details in the CTR and send a special report to the DRM.