

Replacement page no. 109 to G&SR including and upto AS no. 12

- 5 In Automatic Block Section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next reporting station in advance;
- 6 Guard of the train shall travel in the engine;
- 7 Last vehicle indicator viz., tail board/tail lamp must be invariably fixed on the last vehicle;
- 8 Station Master/Cabin SM will ensure that the train is complete by the last vehicle board/lamp;
- 9 When the train is worked under this system, the station as well as the cabin staff should be particularly alert. When there is a suspicion that the train has not arrived complete, they should draw the attention of the Loco Pilot and Guard by waving a green flag by day or a white light by night up and down vertically as high and low as possible;
- 10 When a train running without brake-van encounters trouble enroute, the following steps which are normal for train operation are required to be taken by the Guard of a train;
  - i. The Guard along with Assistant Loco Pilot should check complete train for any hose pipe disconnection or leakage etc. The help of C&W staff or Pointsman should be taken when the air pressure trouble occurs within the station limits;
  - ii. The Guard should arrange to connect the hosepipe, plug the leakage etc., with the help of Assistant Loco Pilot and start his train after ensuring that the air pressure trouble has been fully attended to and the requisite amount of vacuum/air pressure is maintained in the locomotive;
  - iii. The Loco Pilot should regulate the speed of the train depending on the ‘feel test’ conducted by him in the first block section;

#### **4.24. Position of brake-van on train.—**

**Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train, provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.**

S.R.4.24.1. In the case of Express trains, a maximum of 2 coaches may be attached in rear of the rear brake-van (SLR). The brakes of such additional coaches must be in good working order. When necessary, an Officer's carriage can also be attached in addition to the 2 coaches in rear of the rear brake-van.

These instructions will also apply to passenger trains except that a 4-wheeler carriage is also permitted to be attached.

As a special case, on short distance passenger/mixed trains, working within zonal railway, to reduce the unnecessary shunting, SLR can be positioned in the middle of the composition. A maximum of 3 coaches (including an Officer's carriage) only is allowed in rear of rear SLR. As far as possible, Officer's carriage should be kept as the rearmost coach of the train.

S.R. 4.24.2. In the case of goods trains, a maximum of 2 bogies or their equivalents may be attached in rear of the rear brake-van. When an Officer's carriage is to be attached, it will also be counted within the 2 bogies limit, as prescribed.

Replacement page no. 110 to G&SR including and upto AS no. 12

S.R. 4.24.3. In the case of Mixed and Goods trains, not worked with continuous air pressure, only an Inspection or Officer's carriage (bogie or otherwise) fitted with hand brake in good working order, which can be operated by its occupant during the run, may be attached in rear of the rear brake-van, provided that this shall not be permitted except under the written authority of the occupant, who shall be held personally responsible for safe working and for protecting his carriage in case the train parts between his carriage and the rearmost brake-van.

S.R. 4.24.4. Damaged vehicle or damaged engine working of.—

The Station Master may attach a damaged vehicle or damaged engine behind the rear brake-van of goods train during day light and in clear weather on receipt of written advice in duplicate from the TXR or the SSE/Loco, as the case may be. On sections where no goods trains are booked to run, the damaged vehicle or damaged engine may be attached behind the rear brake-van of a mixed train on the same conditions. A copy of the original advice should be handed over to the Guard of the train for submission along with the CTR. After sunset or if the weather is thick, foggy, or tempestuous impairing visibility, the damaged vehicle or damaged engine shall be detached from the train at a station en route and attached again to mixed or goods train during day light hours when the weather is clear. In case the damaged vehicle or damaged engine is detached at a station en route, the Guard of the train shall make over the original advice for attaching the said vehicle or damaged engine to the Station Master concerned for the latter to hand it over to the Guard of the train by which the damaged vehicle or damaged engine is subsequently dispatched.

Only one such vehicle or damaged engine shall be attached behind the rear brake-van of mixed or goods train. A competent railway servant deputed by the Mechanical department shall accompany the train.

*Note:- When a damaged vehicle or damaged engine is attached, the provisions of S.R. 4.24.2 shall not be applicable.*

#### **4.25. Guards.—**

- (1) Except under special instructions or in an emergency, every running train shall be provided with one or more Guards.**
- (2) The Guard of a running train shall travel in his brake-van, except-**
  - (a) in an emergency, or**
  - (b) under special instructions.**
- (3) When a train is worked without a Guard, such of his duties as can be performed by the Loco Pilot shall devolve on him as may be specified by special instructions.**

S.R. 4.25.1. No person must be allowed to work as Guard in charge of any train unless he/she is qualified in initial/refresher training at ZRTI/MLY and holds valid certificate of competency issued by the Principal/ZRTI/MLY. The booking official is responsible for complying with this rule. (S. No. 4 of AS-10 dated 10.08.2023).

S.R. 4.25.2. Combined Train Report (CTR)

- (1) The CTR on the prescribed form must be filled by the Guard. This form shall be used for every train. In explaining detentions to trains, the cause of each detention must be clearly explained. All irregularities in connection with the working of trains such as absence of signals or improper exhibition of signals, lax working of staff, complaints made by Loco Pilots or the travelling public or accidents must be reported in the CTR. Remarks on the following heads must also be passed at the foot of the CTR—**