

G. DUTIES OF STAFF ON ARRIVAL

4.55. Shutting off power.—

In stopping a train, the Loco Pilot shall determine where to shut off power by paying particular attention to the gradient, the state of the weather, the condition of the rails, the brake power and the length and weight of the train.

4.56. Guard to see that train is stopped clear of fouling marks.—

When a train comes to a stand at a station, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings. If not, he shall inform the Station Master at once and exhibit Stop hand signal to prevent any movement on the fouled line.

S.R.4.56.1 The Guard of the train shall ensure complete arrival of his train within the fouling mark and give his PN to SM on duty as per S.R.14.10.2 or S.R.14.10.3, as the case may be.

S.R. 4.56.2. When it is possible to observe the signals, the Guard of a stopping train shall see that all the signals taken 'off' for the reception of his train have been put back to 'on'. If any signal has not been put back to 'on', he shall inform the Station Master at once and wave a Stop hand signal.

4.57. Detaching engine.—

Whenever a train has been brought to a stand, and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the Guard shall, before the train is uncoupled, satisfy himself that the van-brakes have been put on securely and take such other measures as may be prescribed by special instructions.

S.R.4.57.1. At all stations where the gradient inside station limits is not steeper than 1 in 600, the Guard shall apply the hand brake of his brake-van before detaching the engine. If the brake-van is also required to be detached for any reason, the hand brakes of at least 6 vehicles shall be applied. At stations where the gradient is steeper than 1 in 600, but not steeper than 1 in 260, the Guard shall apply the hand brake of his brake-van and also the hand brakes of at least 6 vehicles on the train before detaching the engine. If the brake-van of the train is also required to be detached for any reason, the hand brakes of 12 vehicles shall be applied.

At all stations where the gradient is steeper than 1 in 260, the hand brakes of at least 12 vehicles along with the hand brake of the brake-van shall be applied before detaching the engine. If the brake-van is also required to be detached for any reason, the hand brakes of 18 vehicles shall be applied.

S.R.4.57.2. The SM is also responsible to ensure that the hand brakes of the vehicles are applied before the engine or brake-van is detached from the train.

S.R.4.57.3. For any reason, if the Guard has to leave SLR/BV, he should apply hand brakes of SLR/BV before leaving. After completion of work before giving signal for the train to start, the Guard shall ensure that the hand brakes are released.

4.58. Loco Pilot to see that train is stopped clear of fouling marks.—

When a train comes to a stand at a station, the Loco Pilot shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take steps to inform the Station Master at once and exhibit Stop hand signal to prevent any movement on the fouled line.

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.