

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.