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- (2) Except under approved special instructions, no vehicle shall be so loaded as to exceed the maximum moving dimensions prescribed from time to time by the Railway Board.**
- (3) When a load in a truck projects to an unsafe extent beyond the end of a truck, an additional truck shall be attached to act as a dummy.**
- (4) The Guard shall, unless this duty is by special instructions imposed on some other railway servant, carefully examine the load of any open truck which may be attached to the train, and if any such load has shifted or requires adjustment, shall have the load made secure or the truck removed from the train.**

Note: Section 72, referred in para (1) of GR 4.28 is section of the Railways Act, 1989.

S.R. 4.28. Trucks loaded with girders, machinery, long timber etc. shall be inspected by the Guard at stopping stations and if the fastenings have slackened or the loads shifted, they shall be re-secured before the train is allowed to proceed or else the trucks detached.

4.29. Damaged or defective vehicles.—

- (1) No vehicle which has been derailed shall run between stations, until it has been examined and passed by a competent Train Examiner:**

Provided that in case of a derailment between stations, the Loco Pilot may, if the vehicle has been re-railed and if he considers it safe to do so, take such vehicle to the next station at a slow speed.

- (2) If a Guard or Station Master has reason to apprehend danger from the condition of any vehicle on a train before it can be inspected by a Train Examiner, the Loco Pilot shall be consulted, and if he so requires, the vehicle shall be detached from the train.**

S. R. 4.29.1. If an axle box of a vehicle is found running hot at a station, where the C&W staff are not provided, the vehicle shall be detached from the train.

S. R. 4.29.2. In case an axle box is found running hot between stations, the train shall be brought to a stand immediately and the axle box examined by the Loco Pilot after opening the axle box face plate. The Loco Pilot should attend to the axle box and exercise his discretion with regard to the restricted speed at which it is safe for the vehicle to run. On arrival at the next station the vehicle shall be detached from the train.

S. R. 4.29.3. The Station Master receiving advice of a hot axle vehicle on a train shall receive it on the Main Line. If he is unable to do so, he shall bring the train to a stop outside the FSS before admitting it on any other line. After the arrival of the train at the station, the hot axle vehicle shall be examined by the C&W staff, where provided or by the Loco Pilot of the train. The wagon shall be detached if considered unsafe to run.

S. R. 4.29.4. When the Station Master receives advice of a vehicle on a train whose running gear is in any way considered dangerous, he shall bring the train to a stop outside the FSS and the train shall be thoroughly examined before being admitted into the station yard.

S. R. 4.29.5. In the event of any vehicle derailing or meeting with an accident, no repairs, except those absolutely necessary, shall be carried out. No such vehicle shall be worked away from the station at which the accident took place or to which it has been brought for stabling from the accident spot except with the permission of the DRM, as it is important, in the event of any enquiry, to have the vehicle as near the scene of the accident and in the same condition as possible. The vehicle, before being moved with the permission of the DRM, shall be examined and certified by the TXR as 'fit to run'

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S. R. 4.29.6. When a vehicle has been detached from a train due to defect or damage, the nearest TXR shall be advised. This vehicle shall be stabled and secured separately. Unnecessary shunting with or against such vehicle shall be avoided. The vehicle shall not be accepted again for traffic use or worked away from the station until certified fit by the TXR.

E. PRECAUTIONS BEFORE STARTING A TRAIN

4.30. Loco Pilot and Guard to examine notices before starting.—

Every Loco Pilot and Guard before starting with a train shall examine the notices issued for their guidance, and ascertain there from whether there is anything requiring their special attention on that section of the Railway over which they have to work.

S.R. 4.30. . All Loco Pilots and Guards shall acknowledge the relevant orders issued for their guidance and special attention on the section over which they are working. The Loco Pilots shall in addition assimilate information displayed in the crew lobby. *(Item no. 1 of AS-12 dt. 28.12.2023).*

4.31. Examination of trains before starting.—

When a train is examined by a Train Examiner at a station, the Station Master shall not give permission to start the train until he has received a report from such examiner to the effect that the train is fit to proceed and has the prescribed brake power.

S.R. 4.31.1. Brake Power Certificate (BPC) issued by Train Examiner shall constitute 'Fit to Proceed' report' mentioned in GR 4.31 above. *(Item no. 2 of AS-12 dt. 28.12.2023)*

S.R. 4.31.2. When a vehicle has been detached from a train due to defect or damage, the TXR concerned shall at once be advised. Such vehicle shall not be accepted again for use until the TXR issues 'fit memo' in a prescribed form.

SR. 4.31.3. When a train is stabled on account of inadequate brake power or where it is reported that the train brake system has been tampered with during stabling, C & W staff shall be deputed to examine the stabled train and issue a fresh 'Brake Power Certificate'. *(Item no. 3 of AS-12 dt. 28.12.2023).*

S.R. 4.31.4. For coaching trains, at originating station, the TXR staff shall close the doors of Guard's compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front/middle SLR and lock with Universal lock. TXR shall make an endorsement on BPC to this effect. *(Item no. 6 of AS-12 dt. 28.12.2023)*

4.32. Examination of train by Loco Pilot.—

The Loco Pilot shall, before the commencement of the journey and after performing any shunting en route, ensure –

- a. that his engine is in proper working order,
- b. that the coupling between the engine and the train is properly secured, and
- c. that the head light and marker lights as prescribed in sub-rule (1) of Rule 4.14 are in good order, and these are kept burning brightly, when required.