

Replacement page no. 113 to G&SR including and upto AS no. 12

- (7) Extra detonators should be carried by the Loco Pilot who shall be responsible for protection of the train.
- (8) When such a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that this train cannot proceed further, he shall immediately protect the train as per G.R. 6.03. While going for protection, care shall be taken that loco is not deserted if it is on rails.
- (9) In Automatic Block signalling territory, no passenger carrying train shall be allowed to follow until preceding train running without Guard, has arrived complete at the next reporting station.

Once a non-passenger train with guard or light engine has been allowed behind the train running without Guard, passenger carrying trains can be dispatched. (S. No. 17 of AS-10 dated 10.08.2023).

- (10) When a train running without Guard encounters air pressure trouble en route, the following steps shall be taken by the Loco Pilot /Assistant Loco Pilot.—
  - (i) The Assistant Loco Pilot should check complete train for any leakage, hose pipe disconnections etc., and attend to it. The help of C & W staff or Pointsmen shall be taken when the air pressure trouble occurs at station.
  - (ii) The Assistant Loco Pilot should also ensure that all the cut-off angle cocks of air braked wagons are in open condition except the rear angle cock of rear most vehicle and the front angle cock of the train engine.
  - (iii) The Assistant Loco Pilot should ensure the air pressure continuity by operating the brake-van valve/rear cut-off angle cock of the last vehicle.
  - (iv) The Loco Pilot should regulate the speed of the train depending on the 'feel test' conducted by him in the first block section. (S. No. 18 of AS-10 dated 10.08.2023).

#### **4.26. Couplings.—**

**No vehicle that is not fitted with a coupling or couplings of approved pattern shall be attached to any train.**

### **D. VEHICLES AND CRANES**

#### **4.27. Cranes.—**

- (1) No travelling crane shall be attached to a train until it has been certified by a duly authorised person that it is in proper running order, and with a dummy truck for the jib, if necessary.
- (2) When a crane is to work on any line provided with electric traction or any line adjacent to it, the procedure and precautions as laid down under special instructions shall also be followed.

#### **4.28. Loading of vehicles.—**

- (1) No wagon or truck shall be so loaded as to exceed the maximum gross load on the axle fixed under sub-section (1) of section 72 of the Act, or such varied carrying capacity if any, as may have been prescribed by the Railway Administration under sub-section (4) of the said section.

Replacement page no. 114 to G&SR including and upto AS no. 12

- (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'