

Inserted new page no. 126A to G&SR including and upto AS no. 12

- (3) When the attention of the Loco Pilot has been attracted, the necessary hand signals shall be shown.**
- (4) If the train is fitted with continuous brake, the Guard may, in case of emergency, apply such brake gradually to stop the train.**

(SR 4.45 is deleted vide S. No. 2 of AS 08 to G&SR 2020 dated 03.03.2023).

4.46. Assistance from Guard's hand brake.—

When the Loco Pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle, and shall also use other means of communication, if provided, between the Loco Pilot and the Guard.

4.47. Application of Guard's hand brake.—

- (1) When the Loco Pilot sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes.**
- (2) When a train is travelling down a steep incline, the Guards shall, if necessary to steady the train, assist the Loco Pilot with their hand brakes.**

S.R. 4.47. Hand brakes, when necessary, shall be carefully applied to prevent the wheels skidding.

4.48. Permission of Guard to detach engine from train.—

When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco Pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the van-brakes have been put on securely and take such other measures as may be necessary or prescribed by special instructions:

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Provided that detaching of engines from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety.

S.R.4.48.1. The engine of a train carrying passengers shall not be detached outside station limits except in an emergency. If it is required to be detached in an emergency the following precautions shall be taken.—

- (1) Hand brakes of all brake-vans and goods and coaching vehicles on train shall be securely applied.
- (2) The Skids/wedges shall be securely jammed under the farthestmost wheels of the rake in the direction of the falling gradient
- (3) Vacuum shall be created to the maximum extent possible by blowing up with the large ejector and an attempt shall be made to lightly pull or push the load with the engine in the direction of the falling gradient. Only after it has been ensured that the load is securely restrained against movement, the vacuum will be dropped and the engine detached. The interval from the time the engine is detached and to the time it is again attached to the train shall not exceed 45 minutes.

S.R.4.48.2. If it is required to detach the engine of a goods train outside the station limits on a gradient not steeper than 1 in 600, the Guard shall apply the hand brake of the brake-van and also the hand brake of at least 18 vehicles on the train. If the gradient is steeper than 1 in 600 the Guard shall apply the hand brake of the brake-van and also the hand brakes of all vehicles on the train.

S.R.4.48.3. Loco Pilot should apply the train brake (A9) to ensure that brakes are holding effectively on the wheels of the coaches/wagons before allowing detaching the locomotive in any case.

4.49. Starting and stopping of train.—

The Loco Pilot shall start and stop his train carefully and without a jerk.

S.R. 4.49.1 The Loco Pilot shall enter station yard with his train under complete control and avoid overshooting stop boards or starter signals or the place where the train is required to come to a stand. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not overshoot the platform.

S.R. 4.49.2.1. Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the train (A9) and loco (SA9) brakes so as to hold the train safely on the gradient.

S.R. 4.49.2.2. The guard of the train has to verify application of train brakes by observing the drop in the BP pressure gauge provided in the SLR/BV. In case the brakes have not been applied, the Guard will communicate with the Loco Pilot and find out the reason for non-application of train brakes. In case assistance is required by Loco Pilot, the Guard will apply the train brake by operation of guards emergency brake valve provided in the SLR/BV

4.50. Sounding of engine whistle.—

- (1) **Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle—**
 - (a) before putting an engine in motion ;
 - (b) when entering a tunnel ; and
 - (c) at such other times and places as may be prescribed by special instructions.