

## 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.**