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Loco Pilot and/or Guard at station / midsection shall at once advise the Station Master of the station/Station Masters of that section about the unsafe condition of the train.

In case of train parting, the Loco Pilot/Guard shall exchange signals as per SR 2.11.1. (S. No. 37 of AS-10 dated 10.08.2023).

4.43. Guard to keep a good look-out.—

During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time to time that the tail board and brake-van lamps are in position and that all brake-van lamps, where required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

Note — The term “brake-van lamp” includes “tail lamp”.

S.R. 4.43. When passing a manned level crossing, the Guard shall look back to see if any signal is given by the Gateman to indicate that anything is wrong with the train.

4.44. Train held up at first Stop signal.—

- (1) When a train has, without an apparent cause, been kept standing at the first Stop signal for five minutes, the Loco Pilot shall sound the prescribed code of whistle to warn the Guard, and the Brakesman shall proceed to the cabin or station to warn the Station Master. If there is no Brakesman, the Loco Pilot shall depute the Assistant Loco Pilot to proceed to the Cabin or station to warn the Station Master. The Brakesman or Assistant Loco Pilot proceeding to the cabin or station shall show a Stop hand signal towards the station. The Guard shall, as soon as the train is stopped at the first Stop signal, checkup that the tail board or tail lamp is correctly exhibited and shall maintain a vigilant attitude in rear of the train. After fifteen minutes or such less time as may be prescribed by special instructions, the Guard shall, irrespective of whether the cause is apparent or not, proceed to protect the rear of the train in accordance with instructions laid down in Rule 6.03. If in the meantime the signal is taken ‘off’, or the Loco Pilot receives the necessary authority to pass the signal in the ‘on’ position, he shall sound the prescribed code of whistle to recall the Guard and exchange hand signal with him before starting the train.
- (2) In the case of a train not accompanied by a Guard, these duties shall devolve on the Loco Pilot.

4.45 Attracting attention of Loco Pilot.—

- (1) If any Guard sees reason to apprehend danger or considers it necessary for any reason to stop the train, he shall use his best endeavors to attract the attention of the Loco Pilot.
- (2) In the absence of other means of communications with the engine, a Guard desiring to attract the Loco Pilot’s attention shall apply his hand brake sharply and as suddenly release it, and wherever possible, he shall reverse the side lamps to show red towards the engine.

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- (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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