

- (iii) After usage of the equipment, the Guard shall give a message to the SE/JE – C&W and the Dy.SS of the originating station indicating date, time and place of usage so as to facilitate recoupment of equipment if required.
- (iv) He shall also check for its intactness en-route.
- (v) Whenever, cabinet/cupboard is opened in emergency, he shall intimate the same to the Dy.SS under a written message. He shall pass a remark on the VG and Rough Journal Book as to where the equipment was taken out; he shall lock the equipment with the spare OTL.
- (vi) He shall also give a message to the Dy.SS of the originating station for providing the rexene pouch and seal.
- (vii) He shall obtain the acknowledgement of the Dy.SS of SE/JE-C&W in the VG/ Rough Journal Book at the destination station about the intactness of OTL and seal.

S.R.4.19.5: Brake van equipment, Loco Pilot/Motorman's and Guard's equipment in MEMU/ EMU/DEMU/DHMU trains:

#### S.R.4.19.5.1: Brake van equipment

The following brake van equipment in working condition shall be loaded in low tension compartment in each motor coach of MEMU/EMU by the MEMU/EMU shed and in the space available in each Driving Power car of DEMU/DHMU by DSL sheds responsible for primary maintenance. In- charges of the sheds are responsible for ensuring the loading of the stipulated equipment in working condition.

1	Stretcher – one	3	Wedges – two
2	Fire extinguishers – two		---

#### S.R.4.19.5.2: Loco Pilot's equipment

Loco Pilot/Motorman shall be in possession of the following equipment while working MEMU/EMU/DEMU/DHMU trains:

1	Red flags – two	4	Detonators – Ten
2	Green flag – one	5	Hand book of G&SR for LPs and Guards.
3	HS lamp (tri-colour) – one		---

#### S.R.4.19.5.3: Guard's equipment

Guard shall be in possession of the following equipment while working MEMU/EMU/DEMU/ DHMU trains:

1	Red flags – two	4	Detonators – Ten
2	Green flag – one	5	Hand book of G&SR for LPs and Guards
3	HS lamp (tri-colour) – one	6	Portable first aid box – one

### 4.20. Manning of engine in motion.—

- (1) Except when otherwise provided by special instructions, no engine shall be allowed to be in motion on any running line unless the Loco Pilot as also the Assistant Loco Pilot are upon it.**

- (2) Subject to the provision of sub-rule (3), in no circumstances shall a person other than the Loco Pilot or a railway servant duly qualified in all respects, drive an engine on any running line.**
- (3) If a Loco Pilot becomes incapacitated while the engine is in motion, the Assistant Loco Pilot, if duly qualified, may work the train to the next station cautiously and where the Assistant Loco Pilot is not duly qualified, he shall bring the train to a stop and send a message to the Station Master of the nearest station to make arrangements for a Loco Pilot to take over the train, and for so doing he may take the assistance of the Guard.**

S.R.4.20.1. Shunters may be allowed to perform shunting inside station limits, but, except under special instructions issued by the DRM, they shall not be allowed to work any train outside station limits.

S.R.4.20.2. No person must be allowed to work as Loco Pilot unless he is duly qualified in initial/refresher training (both transportation and technical) and holds valid certificate of competency for transportation, issued by the Principal/ZRTI/ MLY and holds valid certificate of competency for technical, issued by DME/P or Sr.DME for Diesel or Sr.DEE/TRSO for Electrical, of the concerned division. The booking official is responsible for complying with this rule.

#### **4.21. Driving an electric train.—**

- (1) In the case of electric trains, the Loco Pilot shall be in the leading driving compartment when the train is in motion or when the train is standing on any running line except as otherwise prescribed in these rules.**
- (2) (a) In the case of a single or multiple unit train, if the driving apparatus in the leading driving compartment becomes defective, the train shall be driven cautiously from the nearest driving compartment which is serviceable; in this event, the Guard shall travel in the leading driving compartment and shall convey the necessary signals to the Loco Pilot, the Guard shall also sound the horn or whistle as necessary and apply the brake in case of emergency and shall be responsible for stopping the train correctly at signals, stations and obstructions.**
- (b) In the case of an electric engine, if the leading driving compartment becomes defective, the train shall be driven from the trailing driving compartment by the Assistant Loco Pilot if he is duly qualified to drive; and the Loco Pilot shall remain in the leading driving compartment, and shall be responsible for the correct operation of the train.**

SR.4.21.1 All the instructions given under GR 4.21(1) & (2) (b) which are applicable to electric engine shall also be applicable for working of trains by Diesel Engines having twin cab.

SR.4.21.2 Assistant Loco Pilots may be allowed to drive the engines/trains on certain sections as specified by the DME/DEE (RS) under direct supervision of a Loco Pilot so that in case of emergency the Assistant Loco Pilot can be authorised to drive the train at a restricted speed not exceeding 40 KMPH up to the nearest point where he can be relieved.