

**4.37. Subordination of Guards in station limits.—**

**When a train is within station limits, the Guard shall be under the orders of the Station Master.**

**4.38. Assistant Loco Pilots to obey Loco Pilots.—**

**The Assistant Loco Pilots shall obey the lawful orders of their Loco Pilots in all particulars.**

**4.39. Loco Pilot to obey certain orders.—**

**After an engine has been attached to a train and during the journey, the Loco Pilot shall obey-**

- (a) **the orders of the Guard, in all matters affecting the starting, stopping or movement of the train for traffic purposes, and**
- (b) **all orders given to him by the Station Master or any railway servant acting under special instructions, so far as the safe and proper working of his engine will admit.**

**F. DUTIES OF STAFF WORKING TRAINS DURING JOURNEY****4.40. Loco Pilot and Assistant Loco Pilot to keep a good look-out.—**

**Every Loco Pilot shall keep a good look-out while the train is in motion, and every Assistant Loco Pilot shall also do so when he is not necessarily otherwise engaged.**

S.R. 4.40.1. The Loco Pilot and Assistant Loco Pilot shall identify each signal, call out the aspects of the signal to each other. They shall also call out similarly when the train approaches the engineering indicator boards which serve the purpose of reminder to the Loco Pilot that he is approaching engineering speed restriction spot.

S.R. 4.40.2. When in doubt regarding any infringement to the safe running of train, the Loco Pilot shall stop short of the infringement and proceed only after satisfying himself that it is safe for him to proceed.

**4.41. Loco Pilot and Assistant Loco Pilot to look back.—**

**The Loco Pilot and the Assistant Loco Pilot shall look back frequently during the journey to see whether the train is following in a safe and proper manner.**

S.R. 4.41.1. At night, the Loco Pilot and the Assistant Loco Pilot shall frequently look back on the run and verify that the side lights are burning in terms of G.R. 4.15. If the side lights are not visible, the Loco Pilot shall call the attention of the Guard by giving two short sharp whistles. If the train is complete and if only the side lights are not burning or not provided, the Guard shall acknowledge by showing a green hand signal.

S.R. 4.41.2. The Loco Pilots/Assistant Loco Pilots have to pay special attention after passing permanent way gangs on line or a manned level crossing gate to see whether any danger signal is being exhibited by them, warning the Loco Pilot /Assistant Loco Pilot of a danger of an accident.

**4.42 Exchange of signals between Loco Pilot, Guard and station staff.—**

- (1) **The Loco Pilot and the Guard of a train shall exchange signals with each other, at such times and in such manner as may be prescribed by special instructions.**

**(2) The Loco Pilot and the Guard of a train shall, while running through a station, look out for and, except under special instructions, acknowledge the ‘all-right’ signals which the Station Master and such other staff at the station as may be specified by special instructions shall give if the train is proceeding in a safe and proper manner. If the train is not proceeding in a safe and proper manner, the Station Master or the other staff shall exhibit a Stop hand signal on receipt of which the Guard and the Loco Pilot shall take immediate steps to stop the train.**

S.R. 4.42.1. Method of exchange of ‘all-right’ signals. (S. No. 22 of AS-10 dated 10.08.2023).

- (1) The ‘all-right’ signal is given by holding out the green flag horizontally by day and by showing the green light horizontally by night. (S. No. 23 of AS-10 dated 10.08.2023).
- (2) In case of full length trains / longer loads, when it is not possible to exchange the signals physically and the conditions for exchange of “all-right” signals have been fulfilled, Walkie Talkies may be used for exchange of “all-right” signals between Loco Pilot and Guard.

In such case, the Guard and Loco Pilot shall clearly mention their identity along with Train number while communicating and also confirm the identity of the speaker at the other end.

At stations, where the Loco Pilot and Guard cannot exchange “all-right” signals either physically or through walkie-talkies, the Station Master or a Competent Railway Servant shall relay the “all-right” signals exhibited by the Loco-Pilot and Guard to each other. (S. No. 24 of AS-10 dated 10.08.2023)

- (3) While working trains, like Vande Bharat, where red & green lights have been provided at top corners on both the ends for exchange of all-right signals, Loco Pilots and Guards shall exchange all-right signals to station staff by switching on such lights of their respective units. They shall also convey the signals to each other through telecommunication provided in the train between the front and rear units or by speaking on walkie-talkie. (S. No. 25 of AS-10 dated 10.08.2023).
- (4) Guards of trains provided with “Air conditioned” SLR/LR shall acknowledge all-right signals given by station staff by exhibiting proceed hand signals and communicate the all-right signals to the Loco Pilot by speaking on through telecommunication provided in the train between SLR/LR and Engine or on walkie-talkie. (S. No. 38 of AS-10 dated 10.08.2023).
- (5) The Loco Pilot may depute the Assistant Loco Pilot to exchange “all-right” signals on his behalf. (S. No. 26 of AS-10 dated 10.08.2023).
- (6) Loco Pilots/Motormen of DEMUs, DHMUs, EMUs and MEMUs are exempted from exchanging ‘All right’ signals. However, they shall be alert to observe the signals that are being given by the Guard or Station staff and be prepared to take appropriate action. (S. No. 36 of AS-10 dated 10.08.2023).

S.R. 4.42.2. Circumstances during which all-right signals have to be exchanged:

- (1) When a train starts after stopping at a station.
- (2) When a train starts after stopping between stations.
- (3) When a train runs through a station.
- (4) While passing through ghat section.
- (5) When approaching important girder bridges.

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- (6) When the last vehicle of the train has cleared the restricted length i.e., Caution order spot.
- (7) After clearance of the loop line cross-over points, at a station.
- (8) When any train is passing on adjacent line(s).

#### S.R. 4.42.3. When a train starts after stopping at a station.

In order to start a train, Loco Pilot and Guard shall follow GR 4.35. They shall exchange “all-right” signals normally on the platform side unless the track is on a curve and signals cannot be seen from that side. The “all-right” signals shall be exchanged until the engine has passed the Advanced Starter. If there is visibility problem on both sides, the procedure as per (2) of SR 4.42.1 shall be followed. If the Loco Pilot does not get the signal from the Guard through any of the above means, he/she shall give two short whistles and if there is no response, shall stop the train to ascertain the cause.

The Guard shall look back and satisfy himself that no Stop hand signal is given by any of the station staff as a warning that there is anything wrong with the train. (S. No. 28 of AS-10).

#### S.R. 4.42.4. When a train starts after stopping between stations.

After ascertaining the reason for stoppage and it is safe to restart the train, the Guard shall give the usual starting signal and the Loco Pilot shall acknowledge it by giving one long and one short whistle and start the train. After the train has started the Guard and the Loco Pilot shall exchange the “all-right” signals on the left hand side, unless the track is on a right hand curve, in which case signals shall be exchanged from the other side. If there is visibility problem on both sides, the procedure as per (2) of SR 4.42.1 shall be followed. .

If the Loco Pilot does not get the signal from the Guard, through any of the above means, he/she shall give two short whistles and if there is no response, he shall stop the train to ascertain the cause. (S. No. 29 of AS-10 dated 10.08.2023).

#### S.R. 4.42.5. When a train runs through a station.

- (1) When a train runs through a station, the Station Master shall exhibit ‘all-right’ signals to the train himself standing on the station side, if all is right for the train to continue the journey. Similarly the Cabin Station Master or shall exhibit ‘all-right’ signal from the cabin except as provided for in sub clause 4 below. A competent railway servant in proper uniform shall be deputed for showing ‘all-right’ signal from off side. While running through a station the Loco Pilot and the Guard shall be on the look-out for such signals and exchange with station staff and also with each other. The Loco Pilot of a train shall give a long whistle in addition to exchanging the “all-right” signals.

In case the Loco Pilot and the Guard do not receive such a signal, they shall exercise extra caution to ensure that all is right for the train to run through. Failure on the part of the station staff to display the signal shall be reported in the CTR.

If the Loco Pilot and/or Guard fail to exchange the “all-right” signal, and/or Loco Pilot fails to give a long whistle, the Competent Railway Servant on offside shall inform to the Station Master. The Station Master upon receiving such information or noticing failure of exchange of alright signals by Loco-Pilot or Guard, shall inform the station in advance to stop the train and on arrival ascertain the reason thereof, before allowing the train to proceed further.

If the Loco Pilot does not get the signal from the Guard, he/she shall give two short whistles and if there is no response, shall stop the train to ascertain the cause.

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Where a station is having a Traffic Level Crossing Gate and the Gate lodge is on off side and is being manned, Sr.DOM may dispense with the exchange of “all-right” signals from off side. Such dispensations shall be incorporated in respective stations’ Station Working Rules and in WTT. (S. No. 30 of AS-10 dated 10.08.2023).

- (2) If anything unusual, other than train parting, is noticed or information received such as, goods falling off, vehicle on fire, hot axle box or other mishaps likely to foul or obstruct the railway line, Stop hand signal shall be shown to stop the train. In case it is not possible to stop the train by the exhibition of a Stop hand signal, the Competent Railway Servant on offside shall inform to the Station Master. The Station Master upon receiving such information or noticing such unusual by himself/herself shall at once -
  - (i) advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or keep IBS signal, if any at ‘on’ and advise Loco Pilot of the circumstances when he/she contacts on telephone attached to IBS signal and/or
  - (ii) inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone and/or
  - (iii) advise the station in advance to stop and examine the train.

Till such time the affected train arrives complete at the station in advance, the Station Master/Cabin Station Master on either end of the block section shall not allow any train or trains running on adjacent line or lines to enter the section. Thereafter the trains may be permitted to enter the section after advising the Loco Pilots of the circumstances and warning them through a Caution Order to keep a sharp look-out. Issuing of Caution Order shall be discontinued only when it has been ascertained that the block section is free from obstruction.

In case of train parting, the Station Master and the Competent Railway Servant shall exchange signals as per SR 2.11.1. (S.No. 31 of AS-10 dated 10.08.2023).

- (3) On Double line/Multiple line section when two trains are running through the station at the same time, the Station Master on duty shall exchange “all-right” signal with the Guard and the Loco Pilot of train nearest to station side and a competent railway servant in proper uniform shall be deputed for exchanging “all-right” signal with the Guard and the Loco Pilot of the train nearest to off side. (S. No. 32 of AS-10 dated 10.08.2023).
- (4) Cabin Station Masters in charge of cabins at stations, where shunting is performed by shunting engine shall not exhibit any signal to passing trains when nothing irregular is noticed. But if they notice anything wrong with the train, they shall immediately display the Stop hand signal to the passing train.

#### S.R. 4.42.6. While passing through Ghat sections.

On the run immediately after the train has passed over the summit of a Ghat, the Guard and the Loco Pilot shall exchange “all-right” signal. If the Loco Pilot does not receive the signal from the Guard, he shall call for it by giving two short sharp whistles and even then if the Guard’s signal is not received, he shall stop the train and ascertain the cause.

S.R. 4.42.7. Loco Pilots and Guards of all trains shall watch any train passing on the adjacent line/s and exchange ‘all-right’ signals with the Loco Pilot /Guard of such trains. They should exhibit Stop hand signal, should any condition be noticed on that train which may endanger safety, except in case of train parting, in order to attract the attention of its Loco Pilot and/or Guard. In case the train is not stopped after the exhibition of a stop hand signal,

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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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