

**4.64 Protection of material train when stabled.—**

- 1) A material train shall not be stabled on a running line at a station, except in unavoidable circumstances.
- 2) When a material train is stabled at a station, it shall be protected in the following manner and the Station Master shall ensure that --
  - a) the vehicles of the material train have been properly secured and are not fouling any points or crossings,
  - b) all necessary points have been set against the line on which the material train is stabled and such points have been secured with clamps or bolts and cotters and padlocks, and
  - c) the keys of such padlocks are kept in his personal custody until the material train is ready to leave the siding or line.
- 3) The Guard shall not relinquish charge until he has satisfied himself that the material train has been protected as prescribed in this rule.

S.R.4.64.1.1. The Station Master and the Guard of the material train are jointly responsible for ensuring -

- 1 That the points leading to the line on which the material train is stabled are set against the line and locked in that position in accordance with the G.R.4.64.
- 2 That the hand-brakes are applied on sufficient number of vehicles, the van-brakes are screwed down and that a sufficient number of wheels are locked by safety chains and padlocks (see Rule 4.57 and 5.23) ; and
- 3 That the train is berthed clear of fouling marks, etc., at each end of the line on which it is stabled.

S.R.4.64.1.2. If it is necessary to perform any shunting on the line on which the material train is stabled, the Guard shall be present throughout the period the shunting is performed. After the shunting is completed, the Guard shall personally satisfy himself that the train has been protected in accordance with G.R. 4.64(2).

S.R.4.64.2. When a material train is stabled on a siding, outside station limits, the Guard shall ensure that it is berthed clear of fouling marks and traps and without obstructing the running line. He shall apply the hand-brakes on a sufficient number of vehicles, screw down the van-brakes and lock the wheels of the wagons by means of safety chains and padlocks.

**4.65 Working of track maintenance machines.—**

**Track laying or on track tamping or maintenance machines shall be worked only with the permission of the Station Master and in accordance with special instructions.**

S.R.4.65.1.1 The on track tamping machine which is a self-propelled vehicle fitted with head-light and two parking lights and is having two parts viz., the engine and the tamping-cum leveling unit. This machine and all track maintenance machines shall run at speed prescribed through JSC, subject to other speed restrictions in force. A copy of the JSC shall be made available in each such machine (*Item No. 7 of AS-18*).

S.R.4.65.1.2 The track laying machine is a self-propelled machine consisting of mobile portal cranes for carrying assembled track panels. This machine can run only on auxiliary track of wider gauge specially laid outside the existing track. This machine can only be carried to site of work, loaded on BFRS observing all the rules for movement of material trains.