

**Addendum & Corrigendum No. 21 to General and Subsidiary Rule Book 2013
of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

SR 4.25.02 is substituted as follows with the approval of the competent authority (PCOM/SECR) :-

SR 4.25.02 – Working of train without Guard- In the following circumstances trains may run without Guard:-

(1) In an emergency, such as an Accident, Track & OHE breakdown when train(s) is/are stranded, for restoration of normal operation.

(2) In an operational exigencies when there is an acute shortage of Guards.

(a) The following trains may run in accordance with SR 4.25.02(2)

(i) Goods Train

(ii) Departmental trains (Ballast Train, Material Train, Track Maintenance Machine etc.)

However, running of train without Guard in Ghat section, during thick, foggy or tempestuous weather, total interruption of communications and single line working on double line section is strictly prohibited.

(b) Procedure to be observed for running of train without Guard -

(i) The Sr.DOM will permit working of train(s) without Guard by giving order no. to the concerned lobby/station through control, separately for each train. However, if required Sr. DOM may nominate some sections in his division such as Branch lines, sections where there is no coaching train runs, portion of the section from serving stations to sidings where a Dy.CHC on duty may take decision to run train(s) without Guard and give order no. separately for each train. A record of such orders shall be maintained in respective control offices in separate register as well as in lobbies/stations also.

(ii) Such train shall be provided with continuous and effective air pressure from the engine to the rearmost vehicle which may be a brake-van. Further, it is also to be ensured that there should be at least three fully air braked vehicles (including Brake van) with operative cylinders out of the last four vehicles at the rear end of the train as per Operating Manual/SECR Para no. 17.26(d)(1)(vii). If a Guard is not provided at the originating station or at the intermediate station, the Loco Pilot on being informed by the Station Master of same, shall conduct continuity test with the help of Train Examiner if available or with the staff nominated by Station Master and ensure /confirm it through walkie talkie that proper air pressure continuity is available from engine to the last vehicle and endorsement in this effect will be made by the Train Examiner if available or by the Station Master on the BPC as the case may be.

(iii) The Loco Pilot shall be responsible to take with him the vehicle guidance of such train. Further, such of Guard's duties as can be performed by a Loco Pilot or an Asstt. Loco Pilot including protection of the train both in absolute and automatic block section and train held up at first stop signal for which provisions are laid down in GR 6.03, 9.10 and 4.44 respectively and SRs thereto shall devolve on the Loco Pilot. If required Loco Pilot may instruct/take the help from the Asstt. Loco Pilot to perform such duty(ies).

(iv) Wherever GDR check is necessary while working a train without the Guard, the SM will depute the Points man for conducting of GDR check in lieu of the Guard. The Pointsman will also sign the GDR memo and the SM will counter sign it.

Cont...(2)

- (v) The last vehicle indicator as indicated in SR. 4.16.01(a) & SR 4.16.05 (a) i.e, (Tail Board/Tail Lamp/Red flag) shall invariably be fixed at the tail end of the rearmost vehicle by the Loco Pilot with the help of the ALP or the station staff. For this purpose Sr. DOM's Store section will supply some spare Tail Lamps/Tail Boards at important lobbies/stations. Whenever required concerned lobby in-charge or the Station Master will supply the same to the Loco Pilot temporarily and after arrival of the train at the destination, the Loco Pilot will keep this Tail Lamp/Tail Board under his personal custody and will return at the station where it has been supplied.
- (vi) Before starting a train without the Guard, the Station Master of the originating station must intimate the last vehicle number to the on duty SCR under the exchange of private numbers.
- (vii) A caution order shall be issued to the Loco pilot with necessary endorsement for running of the train without the Guard and also indicating the last vehicle number.
- (viii) The Vehicle Guidance and the Guard's copy of the BPC shall be handed over to the Loco Pilot which shall be collected by the outgoing Guard when booked for train at en-route or by the station staff at the destination.
- (ix) While asking "Line clear" the Station Master/Cabin Master shall specially mention that the train for which line clear is being asked is running without the Guard. The Station Master will be responsible to ensure that the train without the Guard is intact and complete by looking at the last vehicle indicator and/or matching the last vehicle number.
- (x) In case of Automatic Block Signaling or in case of Intermediate Block Signaling a second train shall not be allowed to leave the block station in rear unless the previous train which has been allowed to leave without the Guard from the same station arrives at the next block station complete except in case of an accident or failure of the train.
- (xi) When such train is stopped between two stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that the train cannot proceed further, he shall immediately protect the train as per GR 6.03 with the help of the ALP. While going for protection, a care shall be taken that the loco is not deserted.
In case of a train parting in the section, if it is not possible to couple the both parts of the train, the ALP will protect the train as per rule and ask assistance from the nearby station. If no immediate assistance is available or no communication is established, the LP will clear the front part of the train up to the next station as per GR 6.09 and the ALP will remain at the site by protecting the rear part of the train till the assistance arrived.
- (xii) When such train stops at the next station(s) the concerned SM shall ensure that the train has arrived complete and is standing clear of the fouling marks and only after ensuring it he will give line clear to the next train on this clear section.
- (xiii) While on run the Asstt. Loco Pilot shall look back frequently and ensure that the train is running in safe manner and shall also acknowledge the all right or danger signals shown by the Gatemen/Cabin/Station staff enroute.
- (xiv) If any shunting is to be performed at the road side station, the Points man/Shunting Master will personally supervise the shunting under instruction from the SM. Similarly, in case of stabling of the train at any station, securing of the vehicle will be done by the station staff under the personal supervision of the SM/the person in-charge of the shunting.
- (xv) In case the train is running without the brake van and without the Guard the sub rules (d), (e), (f), (g) and (h) of SR 4.23.02 shall also be observed in addition to the above.


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