सत्यमेव
जयते

भारत सरकार, रेल मंत्रालय
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

Study of Rationalisation of Items of Personal Stores of Passenger Carrying & Freight Trains Guards And Their Carriage in Lightweight Container

रिपोर्ट संख्या टीएफसी-80
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यातायात निदेशालय
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LUCKNOW-226011

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1.0 Objective of the Study:

Train running staff i.e. Guards & Drivers are required to carry with them various items as per rule 4.19 of General Rules as their personal stores. These items are being carried in huge boxes made of GI sheet and wood, which are known as line boxes. Railway administration has made provision of Box Porters at all major crew-changing stations for carriage of line boxes from Running Rooms/Platforms/Yards to engines/brakevans/SLRs & back. Railways have to ensure prompt loading/unloading of these boxes to avoid late start of trains. Quite often it has been found that boxes could not be loaded in time due to various reasons resulting in late starting of trains. Due to big size and heavy weight of these boxes, railways have been experiencing difficulty in finding suitable manpower to work efficiently as box porters and this problem is likely to increase in future. Though wheel barrows have been provided but due to non-existence or poorly maintained pathways across and in between lines and goods yards, difficulty is being experienced in carrying of such heavy line boxes, especially for goods trains. In such situations, they are invariably to be carried on head by box porters. Recently Mechanical Directorate of Railway Board has issued instructions for provision of canvass/rubberized synthetic bag (weighing less than 500 gms) for Driver's personal stores to be carried by driver himself and thus dispensing off with the provision of box porter. This paper examines similar possibility of replacement of existing heavy & large size Guard's line box with light weight container, to be carried by guard himself thus dispensing off with the provision of Box Porters. Benefits will be substantial manpower saving and elimination of possible late starts of trains due to not loading of the same in time. Study has been done in response to Rly. Board's letter No. 2003/TT-I/51/2 dt. 25.11.2003 (Annexure No. 1).

2.0 Background:

Traffic Directorate of RDSO had earlier done a study for development and formulation of proposals with regard to items to form the personal stores of guards working in Mail/Express, passenger and freight trains on Indian Railways through

introduction of Light Weight Container (Guard box). Study report was submitted to Board in October, 1977.

Issue was restudied in 1988 in light of Board's instructions and a report containing recommendations was sent to Secretary (Safety), Railway Board vide letter No. RTT/Container/RS dt. 5.5.1988. In the above report light weight container box was suggested for keeping various provisions. A list of essential equipments which are required to be kept in the Guard box along with the weight of each item was also separately indicated for coaching train guard as well as freight train guard.

3.0 List of items as Guard's Personal Stores:

Following is the list of equipment to be kept in Guard's box..

3.1 Guards of Passenger carrying trains:

(i) Battery operated Torch-cum-Hand Signal Lamp
(ii) LED based flashing Tail Lamp
(iii) Hand signal flags mounted on wooden sticks
(iv) Red – 2
(v) Green – 1
(vi) L/V Board
(vii) Detonators – (12/10)
(viii) First aid box
(ix) Flare Signal (Fusee) – 1
(x) Padlocks – 8
(xi) Whistle – 1
(xii) One Carriage key
(xiii) ACP Resetting key
(xiv) Red Badge - 6
(xv) One spare spectacle (if required)

(xvi) Reference books and stationery

(a) GR/SR

(b) Accident Manual

(c) Working Time Table with Appendix if any

(d) Rough Journal book

(e) Guard Certificate book

(f) Operating Manual/Operating Circulars

(g) Complaint and Suggestion book

3.2 **Guards of Freight trains:**

(i) Battery operated Torch-cum-Hand Signal Lamp

(ii) LED based flashing Tail Lamp

(ii) Hand signal flags mounted on wooden sticks

(a) Red – 2

(b) Green – 1

(iii) L/V Board

(iv) Detonators – (12/10)

(v) Flare Signal (Fusee) - 1

(vi) Rubber Washers - 3

(vii) Vacuum gauge with adapter

(viii) Air Pressure gauge with adapter

(ix) One spare spectacle (if required)

(x) Reference books and stationery

(a) GR/SR

(b) Accident Manual

(c) Working Time Table with Appendix if any

(d) Rough Journal book

(e) Operating Manual/Operating Circular

4.0 Recent Developments:

New developments have taken place for Hand Signal Lamps and Tail Lamps. Earlier kerosene oil lit hand signal lamps and tail lamps were used. Such Hand Signal Lamp used to weigh about 2.5 Kg. whereas tail lamps were of different designs and weighed upto 6.0 Kg. Recently, Traffic Directorate of RDSO has issued specifications for Battery Operated LED based Flashing Tail Lamps vide specification no. 2002/TR/281/TL (Rev.0), issue date 30/9/2002. Under this specification, maximum weight of Tail lamp has been limited to 650 gm. (exclusive of batteries and metallic hoop). Similarly, specifications have also been issued for Battery operated Torch-cum-Hand Signal Lamp vide specification No2002/TR/281/HSL (Rev.0), issue date 21/11/2002. Under this specification, maximum weight of Torch-cum-hand signal lamp has been limited to 600 gm. (exclusive of batteries). These lamps have much better visibility even during fog and are more economical to use. One sample each of hand signal lamp and tail lamp were weighed (with batteries). Weights have been found as follows:

(a) Weight of Battery Operated LED based Hand Signal Lamp - 0.850 Kg.
(b) Weight of Battery Operated LED based Flashing Tail Lamp - 1.2 kg.

So substantial reduction in weight has resulted due to introduction of these two equipments (up to about 6.5 Kg.).

5.0 Possibility of further weight reduction:

There are some more items where further reduction of weight is possible.

- If instead of 65mm size pad locks, lightweight Harison/Godrej type locks of different sizes say 65mm/50mm/35mm are provided, further weight reduction of more than 2 Kg. may be possible (in case of guard of

passenger carrying train). Existing padlocks have been found to weigh up to 600 gm. each.

- Instead of carriage of complete sets of Rule Books, only relevant extracts relating to duties of guard may serve the purpose with the benefit of reduction in weight as well as requirement of lesser space. GR/SR book alone has been found to weigh more than 1 Kg.(hard cover versions). A concise Guard Handbook (as issued earlier by SE Rly & NF Rly.) may be issued which would weigh only about 300 gms.
- Complaint and Suggestion Book (carried by Coaching Guards) of smaller size with lesser no of foils will reduce the weight substantially.
- If unlit tail lamp is permitted to be used during daylight as L/V device, provision of separate Tail Board/ L/V Board can be dispensed off. GR 4.16 (1) (a) allows use of red painted tail lamp of approved design which may be unlit during day.
- Presently goods guards are carrying both vacuum & air pressure gauges. Vacuum gauge is found to weigh about 850 gms & it is quite bulky also (as compared to weight & size of air pressure gauge). In future, vacuum gauges will not be required when all trains will be provided with air brake system.
- Weight of red and green flags can be further reduced if instead of wooden sticks, they are mounted on lightweight (eg. Aluminium) sticks. If they are telescopic type, length of the stick can get reduced to width of flag.

6.0 Guards of MEMU/Suburban trains:

In Lucknow division of Northern Railway, MEMU trains are running between Barabanki-Lucknow-Kanpur. Guards of these trains are not carrying line boxes. There is no need of carrying separate Tail Lamp as at both the ends of the trainset, inside Drivers/Guard's cab, a switch is provided through which a red light at the rear of the MEMU train can be switched on, which is treated as Tail Lamp. There is no requirement of carriage of padlocks, carriage key, ACP resetting key etc. Inspection was done of

MEMU train No. 11LKM on 30.12.2003 and it was found that Guard was carrying with him one tin box containing 10 detonators, one fusee, one red and one green flag and one torch. These items were carried in a small air bag. This is similar to the practice being followed by the Guards working on suburban trains in Mumbai area of Central Rly. & Western Rly. where no line boxes are carried.

7.0 Standardisation of items of personal stores:

As per Rule No. 4.19 of General Rules (GR), Guard's equipments are: -

1. A copy of these rules or such portions thereof as have been supplied to him under Rule 2.01,
2. A copy of the Working Time Table, and all correction slips and appendices, if any, in force on that section of the railway over which the train is to run,
3. A hand signal lamp or tri-colour dry-cell or dry-fit or lead acid type battery operated hand signal lamp and/or torch,
4. A whistle (for Guards only)
5. A red flag and a green flag,
6. A stock of detonators sufficient to comply with the relevant rules as may be prescribed by special instructions,
7. A first aid box (for Guards of passenger carrying train only), and
8. Such other articles as may be prescribed by the Railway Administration in this behalf.

Besides above, some other equipments have also been prescribed as per SRs of various zonal railways, for example, in Central Rly's GR/SR(1998 edition), the following equipments have been prescribed as per SR 4.19.1

1. Accident Manual complete and up to date or such portion thereof as relevant to his duties,
2. Guard's Memo book,
3. 10 detonators in a case,

4. 2 red and 1 green flag mounted on sticks,
5. Padlock and keys as prescribed,
6. Rubber washers – 3,
7. Parcel Loading Pamphlet,
8. A tail lamp and tail board of approved design or dry-lit or lead acid or 24 volt electric tail lamps (for passenger carrying trains only),
9. Vacuum Gauge and Air pressure gauge and adapters,
10. One Flare signal (fusee) where prescribed.

Passenger train Guards shall also have with them the following additional articles:-

1. Carriage key,
2. Complaint book,
3. A torch with cells,
4. A light weight first Aid Box,
5. Key for resetting ACP valve for air brake coaches.

Some railways have made operating manual/circulars and accident manual also as items of personal stores to be carried in line box whereas some railways like, NFR (GR/SR-94, Hindi Edition) and NR's GSR (1990 edition) do not speak of Accident Manual and Operating Manual as personal stores of Guards. Besides, G&SR Rule books themselves (hard bound versions) are found to weigh about 1 Kg. There is no need to carry full set of rule books i.e. GR/SR, Operating Manual /Circulars and Accident Manual in a line box. Only relevant portions pertaining to Guard's duties of these rule books extracted out in the form of lightweight pocket book, similar to Hand Book for Guards 1989 issued by SE Railway & Hand Book for Guards and Drivers issued by Safety Organisation of NFRly (November 1988 edition) should be issued by all zonal Rlys.

For Goods Guards the following items are proposed along with respective weight:-

	Name of Item		Weight
(i)	Proposed guard's Hand Book consisting extracts of relevant rules	:	300 gm
(ii)	Working Time Table with appendix	:	350 gm
(iii)	Torch-cum-hand signal lamp	:	800 gm
(iv)	Tail Lamp	:	1200 gm
(v)	Detonatorss in a tin case(10 Nos.)	:	525 gm
(vi)	Two red Flags mounted of sticks	:	250 gm
(vii)	One green flag mounted of stick	:	125 gm
(viii)	One Fusee	:	150 gm
(ix)	Tail Board	:	150 gm
(x)	Rubber Washers (two)	:	70 gm
(xi)	Padlocks (Lightweight) (two)	:	400 gm
(xii)	Rough journal	:	350 gm
(xiii)	Guard's memo book	:	230 gm
(xiv)	Vacuum gauge	:	800 gm
(xv)	Air pressure gauge	:	210 gm
(xvi)	Chain for securing brief case	:	175 gm
	Total weight:		**6.085 kg**

For Guards of passenger carrying trains, the following items are proposed along with respective weight:-

	Name of Item		Weight
(i)	Proposed Guard's Hand Book consisting extracts of relevant rules	:	300 gm
(ii)	Working Time Table with appendix	:	350 gm
(iii)	Torch-cum-hand signal lamp	:	800 gm
(iv)	Tail Lamp	:	1200 gm

(v)	Detonators in a tin case (10 Nos.)	:	525 gm
(vi)	Two red Flags mounted on sticks	:	250 gm
(vii)	One green flag mounted on stick	:	125 gm
(viii)	Complaint and Suggestion book	:	275 gm
(ix)	One Fusee	:	150 gm
(x)	Tail Board	:	150 gm
(xi)	First Aid Box (light weight Aluminium box)		900 gm
(xii)	Padlocks	:	1500 gm
	(6 Nos – 3 of 65mm and 3 of 50mm size)		
(xiii)	Guard's Memo Book	:	230 gm
(xiv)	Rough Journal	:	350 gm
(xv)	Guard's Certificate book	:	250 gm
(xvi)	One Whistle	:	34 gm
(xvii)	Carriage key	:	100 gm
(xviii)	ACP resetting key	:	100 gm
(xix)	Chain for securing Suitcase	:	175 gm
	Total:		7.764 kg

8.0 Study of Sample Divisions:

A sample study was made of LJN Division of NER & LKO Division of NR with regard to provision of Box Porters at various stations.

8.1 Lucknow division of NE Rly

Total no. of sanctioned posts of Guards in the Dividion is 307. There are five Guard Headquarter stations Viz. Lucknow Jn., Gonda, Gorakhpur, Mailani and Kanpur Anwerganj. HQ post-wise position of Guards (category wise) is indicated on next page.

	Sanctioned Posts of Guards	Mail/Express Guard (Rs.5500-9000)	Sr. Passenger Guard (Rs.5500-9000)	Passenger Guard (Rs. 5000-8000)	Sr. Goods Guard (Rs. 5000-8000)	Goods Guard (Rs. 4500-7500
Lucknow Jn.	67	20	06	23	-	18
Gonda	116	07	07	30	14	58
Gorakhpur	114	21	05	21	10	57
Mailani	06	-	-	-	02	04
Kanpur Anwarganj	04	-	01	03	-	-
TOTAL	307	48	19	77	26	137

Box Porters have been provided at eight stations and the total no. of sanctioned posts of Box Porters is 75. Position of Box Porters at various stations is as follows:-

Name of station	No. of Box Porters
Kanpur Anwerganj	04
Lucknow Junction	13
Mailani	03
Gonda	12
Gorakhpur	31
Aishbagh	05
Basti	01
Sitapur	06
TOTAL	75

Hence 75 posts of Box Porters have been provided as against total of 307 Guards i.e. ratio of about 1:4.

As per Annual Statistics Statement (2000-2001), average annual wage per employee of Group 'D' staff is Rs. 84,576. With the proposed system, all these 75 posts of Box Porters can be abolished. The total annual saving will be Rs. 84,576x75= Rs. 6343200/- say Rs. 63 Lakh/annum.

If new brief cases/suitcases are provided to all 307 Guards of LJN Division, the financial implication will be (assuming average cost of one brief case/suitcase = Rs. 1000/-) Rs. 1000 x 307 = Rs.307000/-. Life of brief case/suitcase can be fixed as three years, after which they can be replaced with the new one.

All Guards of LJN division have been provided with battery operated LED based Flashing Tail Lamp and Torch-cum-Hand Signal lamp and use of kerosene lit hand signal lamps & tail lamps has been discontinued.

8.2 Lucknow division of N.Rly

HQ Office	Sanctioned Posts of Guards	Mail/Express Guard (Rs.5500-9000)	Sr. Passenger Guard (Rs.5500-9000)	Passenger Guard (Rs. 5000-8000)	Sr. Goods Guard (Rs. 5000-8000)	Goods Guard (Rs. 4500-7500)
Lucknow	194	44	10	40	21	79
Varanasi	82	15	04	14	12	37
Pratapgarh	36	08	-	10	03	15
Sultanpur	54	-	01	05	05	43
Faizabad	42	08	04	09	06	15
Raibareilli	22	05	03	06	02	06
Alamnagar	10	-	-	-	-	10
Shahganj	10	-	-	-	02	08
Allahabad/ Prayag	12	03	-	03	02	04
Total	462	83	22	87	53	217

Box Porters have been provided at twelve stations and the total no. of sanctioned posts of Box Porters is 82. Position of Box Porters at various stations is as follows:-

Name of station	No. of Box Porters
Lucknow chg.	19
Lucknow yd.	09
Varanasi	12

Pratapgarh	08
Sultanpur	06
Faizabad	05
Raibarelli	05
Shahganj	06
Alamnagar	05
Jaunpur	03
Phulpur	02
Sindurwa	02
Total	**82**

With the proposed system, all these 82 posts of Box Porters can be abolished. The total annual saving will be Rs. 84,576x82= Rs. 69,35,232/- say Rs. 69 Lakh/annum.
If new brief cases/suitcases are provided to all 462 Guards of LKO Division, the cost implication will be (assuming average cost of one brief case/suitcase = Rs. 1000/-) Rs. 1000 x 462 = Rs.4,62,000/-.

9.0 Discussion & Conclusion:

Instructions have been already issued to all Zonal Railways for replacement of steel trunks (weighing about 11 Kgs.) by Canvass/Rubberised synthetic bags (weighing less than 500 gms.) to be carried by Drivers themselves vide Railway Board's letter no. 93/M (L)/46/7/12 dated 20.1.2003 (Annexure No. 2). Thus system of Box Porters will be completely dispensed off. The Driver will be paid a sum of Rs. 150/- per annum to reimburse the cost of canvass bag. Vide these instructions, Driver's personal stores have been rationalized/standardized with total weight of items as 7.54 Kg. Gross weight (inclusive of bag's weight) would be around 8 Kgs.

Most of the items are similar in both Driver's and Guard's personal stores. Extra items carried by Drivers are, Driver's tools and Trouble Shooting Guide whereas extra items carried by Guard's are (a) Tail Lamp, Tail Board, First Aid Box and Pad Locks in

case of passenger carrying guards and (b) Tail Lamp, Tail Board, Vacuum gauge, Pressure gauge in case of guards working goods trains.

With introduction of new lightweight and small size Torch-cum Hand Signal Lamp and Tail Lamp and suggested measures for further reduction in weight, overall weight of all the essential items (as items of personal stores) to be carried by guards of both passenger carrying trains and freight trains can be limited to about 8 Kg. & 6 Kg. respectively. In the report submitted in May 1988 (as referred earlier) lightweight aluminum boxes were proposed of around 1.75 Kg. weight. Now in the market, lightweight molded briefcases/suitcases are available which will be ideal for carriage of such articles. Size can be suitably decided.

To get an idea of various items carried by Guards and their weight, guard boxes of some guards were inspected at Lucknow station. Calibrated digital weighing machine was taken from Electronic Laboratory of RDSO. Four Goods guards line boxes of different divisions (Moradabad Division (NR), Lucknow Division (NER) & Lucknow Division (NR)) and four Coaching guard line boxes (Lucknow Division (NER) & Lucknow Division (NR)) were inspected and weighed. Details have been attached as Annexure No. 3.

Goods guard's Line Box: - Total weight of all items of personal stores (exclusive of box weight) of four Goods Guards were found to be 6.295 Kg, 7.237 Kg, 7.520 Kg and 6.405 Kg respectively. None of them were carrying brake-van side lamp burner and red flag slides. GR 4.15 (1) (a) regarding provision of tail & side lights permits, "Provided that provisions of side lights on goods train and Electric Multiple Unit trains may be dispensed with." but S.R.4.19/1 of N.R. necessitates two red glass slides and brake-van lamp burner as additional equipments of a Goods guard. Railways may review instructions in regard to provision of side lamps for goods trains accordingly. Only one guard had fusee signal stand (weighing about 554 gms). Two of the guards were carrying Torch also, even though they had battery-operated torchlight cum hand signal lamp.

Weight of all articles to be carried by a Goods guard as personal stores can be rationalized to around 6 Kg.

Passenger carrying trains guard's Line Box: - Total weight of all items of personal stores (exclusive of box weight) of four Coaching Guards were found to be 15.355 Kg, 15.220 Kg, 13.623 Kg and 11.845 Kg respectively. Guards of such trains are carrying 7/8 no. of locks. These locks have been found to weigh around 600 gms. each (65 mm. size). These are old design Aligarhi type locks. In market now lightweight 65mm/50mm/35mm size locks (like Harison/Godrej brands) are available which weigh only 200-300 gms. Provision of four 65 mm & four 50mm/35mm locks will bring down total weight of locks within 2 Kgs. First aid box was found to be weighing upto 2.181 Kg. All guards should be provided with lightweight aluminium first aid boxes which would weigh less than one Kg (as provided to NER guards). Complaint & Suggestion Book being carried by passenger carrying trains guards is similar to one being available at stations. It is thick register size book & has been found to weighing about 1.4 Kg. It has been also noticed that this book is hardly being used (may be due to ignorance of traveling public or reluctance on the part of guards to offer the book for lodging the complaints). A small size Complaint & Suggestion Book (having say 10 serial no. of foils only) weighing about 275 gm will reduce the overall weight considerably. With these measures, total weight of all articles to be carried by guard (passenger carrying train) as personal stores can be brought down to less than 8Kg.

Weight of existing line box itself (tare weight) has been found between 15-17 Kgs.

10.0 Type of Container:

Provision of Canvass bags/air bags in case of guards does not appear to be feasible as guard has to leave his SLR/Brake Van for other duties also, which may leave such bags prone to theft by miscreants. Such a situation is not anticipated in driver's case as loco is always manned by Driver or Asstt. Driver. Guard's personal stores can be either kept in lightweight aluminum box or briefcase/suit case (light weight molded

luggage type). In the market, suitcases with wheels and handles are easily available. Trolley type suitcases (with wheels and handles) can be conveniently pulled along by guards on platforms. Hence guards of passenger carrying trains can be provided with trolley type suitcases which they will carry themselves. These suitcases should be of sturdy nature with strong wheels and handles. Items of personal stores of Goods Guard are more feasible to be adjusted in a briefcase itself. Hence all Goods guards may be provided with briefcases for their personal stores. Life of such trolley suitcases/briefcases may be fixed as three years due to their regular and rough use.

For items of personal use like bed sheet, towel, soap, toothpaste, extra clothings, water bottle and ration items, same may be carried in the separate air bag. Some railways have already made such provisions. Guard carries this air bag only to the running room at out station or to his home at headquarters. Boxes are left on platforms or guard booking lobbies from where they are sent to trains through Box Porters.

If briefcases or trolley type suitcases are provided in lieu of existing line boxes, provision of lockers will be required to be made at convenient places, like guard booking lobbies or area offices so that guard can safely deposit the same in the locker after his duty is over. Provision of locking arrangement should also be there in SLRs/Brake Vans for safety of briefcase/suit case. For securing briefcase/suitcase, a chain (weighing about 175 gm) will also need to be provided which has been included as an item of personal stores.

Besides giving other benefits like abolishing the posts of Box Porters & elimination of possible late starts of trains, this system will also remove congestion on platforms at major stations. It is generally seen that guard boxes are left at platform ends making it inconvenient for passengers, specially handicapped passengers to take the wheel chairs to the compartments of SLRs which are now being earmarked as space for disabled passengers.

भारत सरकार
रेल मंत्रालय, (रेल बोर्ड)
नई दिल्ली-११० ००१

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
NEW DELHI-110001

150 वर्षगांठ

[illegible]-I/31/2 New Delhi, dated 25th November 2003

[illegible]ingh,

Sub: Line Box of Guards.

[illegible]e items announced by Hon'ble Minister of Railways during [illegible]uraksha Samvad, an important item pertains to line box of [illegible]aff. The item is reproduced below as :-

"Line boxes of running staff would be phased out and they would [illegible]eplaced with briefcases."

In this context it is relevant to point out that rationalization of the [illegible] box of driver has already been done by the Board vide letter [illegible]03/M(L)/467-12 dated 20th Jan 2003 (enclosed herewith). It can [illegible]en seen from this letter that the line box has been replaced with a [illegible]ron/rubberized synthetic bag.

Please examine the above issue and send your reply whether the [illegible] box of a guard can be replaced with a briefcase or not. This may [illegible]lease be treated as urgent.

With regards,

Yours sincerely,

(Sanjay Jamuar)

Shri. Ashfaq Singh,
Executive Director(Traffic),
RDSO, Lucknow.

ANNEXURE II

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

367/12 New Delhi, dated 20th January, 2003

anagers,
Railways.

ansportation of drivers' personal stores.

In terms of instructions contained in GR, locomotive driver is required to carry ing essential equipment:

- Documents like driver's rule-book, personal book, WTT etc.
- Safety items like-detonators, flare signals, flag signals etc.
- Driver's tool required for trouble-shooting.

In addition, drivers also carry personal belongings such as water bottle, ration, onal clothing etc.

A Box Porter presently carries driver's above personal stores/equipment in a steel k weighing 11 Kgs by keeping it on his head. The method is primitive and carrying led box on head especially in the new millennium, is considered below human nity.

With a view to reduce the weight and avoid the necessity of using a Box Porter, driver's personal stores has been rationalized/ standardized as under:

- Drivers Rule Book containing relevant portion of GR & SR and Accident Manual
- Drivers Personal Book.
- Working Time Table(s)
- Trouble Shooting Guide
- Drivers Memo Book
- Walkie talkie
- Flag Signal, Red(2 nos.) & Green (1 no.)
- Detonator (10 nos)
- Flare Signal (1 no.)
- Spare glasses
- Torch (3 cell) With colour slide
- Drivers tools

weight of these items is 7.54 kgs.

above equipment will be carried by the driver himself in a ubberized synthetic bag weighing less than 500gms, abolishing the system of Box Porters for this purpose. The driver will be paid a sum of Rs. 150/- per m to reimburse the cost of canvass bag.

The above system is in line with the existing practice being followed on Eastern lway and Mumbai division of CR, which have completely dispensed with the tem of Box Porters. The system is totally hassle-free and simple. On Eastern lway alone, 4500 diesel and electric drivers are following this system. Railways y obtain the details from the two Railways including extracts of GR,SR to be vided in the bag.

An implementation of the above system all over Indian Railways will eliminate present undignified method of carrying driver's box, result in substantial savings to surrender of the post of Box Porters, avoid late starts and other related problems ain operation and resolve the problem of lack of promotional avenue to the gory of box porters due to closure of steam sheds.

Initial introduction of the scheme may be supervised by Loco Inspectors to re that the implementation is smooth.

The letter issues with the approval of Board (MM & MS). Reimbursement of the of the bag to the driver has the concurrence of Finance Directorate of Railway rd.

(Shakeel Ahmed)
Exec.Dir.Mech.Engg.(Traction)
Railway Board

S. No.	EQUIPMENTS	Weight of Equipments in Guard Boxes (Chg. Guard) in gm.				Weight of Equipments in Guard Boxes (Goods Guard) in gm.			
		Mr. Triveni Pandey HQ.LKO(N.Rly	Mr. A.K.Roy HQ. GKP(N.E.Rly.	Mr. A.P.Singh HQ. ALD(N.Rly.	Mr. G.K.Mishra HQ. GHY(N.E.Rly	Mr. G.R.Meena HQ.MB(N.Rly.	Mr. R.P.Tiwari HQ. SLN(N.Rly.	Mr. Bhagwati Pd HQ. GD(N.E.Rly.	Mr. Ram Chander HQ.LKO(N.Rly.
1	G&SR	673	1032	1023	1127	741	1001	1022	769
2.	Operating Manual/Circulars	1031	477	465	493	-	-	515	-
3.	Accident Manual	1082	267	275	254	-	417	181	-
4.	WTT with Appendix	352	255	256	209	335	359	192	392
5.	Torch-cum-Hand Signal Lamp	874	893	850	853	754	762	830	839
6.	Whistle	34	32	35	31	-	11	-	34
7.	Detonators (in tin case)	529	550	554	550	510	511	525	506
8	Red Flags with sticks (Two)	316	341	330	228	226	275	240	253
9.	Green Flag with stick (One)	162	170	145	132	113	120	100	123
10.	One pair spectacle (spare)	80	132	78	74	-	55	52	-
11.	One Fusee	148	-	140	-	155	143	144	156
12	Tail Board	569	794	152	853	418	450	482	142
13	Tail Lamp	1088	2060	2096	1312	1053	1218	1219	1629
14	Washer	-	-	-	-	-	-	-	69 (Two)
15	Padlocks	3056 (six)	3708 (six)	3708 (six)	1976 (four)	-	-	-	205
16	Guard Memo Book	230	467	417	163	-	-	-	-
17	Torch	736	400 (3 cell)	182 (3 cell)	270	291 (2 cell)	-	435 (3 cell)	-
18	Rough Journal	930	774	203	712	460	635	169	-
19	B/V lamp burner	-	-	-	-	-	-	-	-
20	Red glass slides	-	-	-	-	-	-	-	-
21	Guard Hand Book	260	265	-	-	198	-	-	-
22	Fusee stand (one)	-	-	-	-	-	-	554	-
Additional equipments of M/Exp./Pass. Guards									
23	First Aid Box	2181	928	930	1142	-	-	-	-
24	Carriage Key	102	-	-	-	-	-	-	-
25	Complaint & Suggestion Book	275	1392	1429	1212	-	-	-	-
26	Guard. Certificate Book	316	283	312	254	-	-	-	-
27	ACP Resetting Key	102	-	-	-	-	-	-	-
28	Red Badges	229	-	-	-	-	-	-	-
Additional equipments of Goods Guards									
29	Vacuum Gauge with Adapter	-	-	-	-	850	874	649	782
30	Air Pressure Gauge with Adapter	-	-	-	-	191	406	211	506
	TOTAL WEIGHT	15.355 kg	15.220 kg.	13.623 kg.	11.845 kg.	6.295 kg	7.237 kg	7.520 kg	6.405

Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
(Railway Board)

No.85/Safety-I/24/19 New Delhi, dated the 20-5-1988

The General Managers,
All Indian Railways.

Sub:- Standardised items of personal equipment for Guards and Drivers.

The Railway Ministry have had under consideration the question of standardising the items of personal equipment for Guards working Mail/Express trains, Guards working Passenger trains, Guards working freight trains and the drivers in General. The Railway Ministry in supersession to instructions contained in their letter of even number dated 4.9.1985, have now decided that the personal equipment of Guards and Drivers should contain the following standardised items:-

(A) Items for Guards working Mail/Express and Passenger Trains

1. Hand Signal Lamp
2. Hand Signal Flags: (Green-1 & Red-2)
3. Tail Lamp
4. Tail Board
5. First-Aid Box
6. Detonators (One dozen)
7. Washers (Three)
8. Fusee (One)
9. Padlocks -- 50 mm-4
   35 mm-4
10. Chain for securing box
11. Reference Books & Stationery:
    (a) Working Time table
    (b) Guard Certificate Book
    (c) Rough Journel Book & Stationery and
    (d) Guard's Handbook.

(B) Equipment for Guards working freight trains would be the same as for those working passenger trains, except that they need not carry First-Aid Box and Guard's Certificate Book and may carry only 4 padlocks instead of 8.

(C) Items of Personal equipment and stores for Drivers

1. Hand Signal Lamp

...../2.

2. Hand Signal Flags (Green-1 & Red-2)
3. Detonators (one dozen)
4. Washers (Five)
5. Reference Books and Stationery:

   (a) Working Time-table and
   (b) Driver's Handbook

6. Miscellaneous Emergency tools

2. A standardised light weight box is being developed and specifications of the same will follow. The Board have earlier approved and circulated to all Zonal Railways vide Board's letter No.85/Safety-I/24/2 dated 17.11.1986 the specifications of the newly developed Electric Hand Signal Lamp(4V Rechargeable battery), Electric Tail Lamp (24V for Passenger Guards) and Electric Tail Lamp (4V rechargeable battery for Goods guards). To the extent the new equipment has been procured the conventional equipment may be gradually replaced.

3. This issues with the concurrence of the Finance Directorate of the Ministry of Railways(Railway Board).

4. Please acknowledge receipt.

(Mathew John)
Joint Director(Safety)I,
Railway Board.

No.85/Safety-I/24/19 New Delhi, dated the 20-5-1988

Copy forwarded for information to:-

(i) Director Standards(Traffic), R.D.S.O; Lucknow
(ii) F.A & C.A.Os , All Indian Railways.
(iii) Chief Safety Superintendents, All Indian Railways.

(Mathew John)
Joint Director(Safety)I,
Railway Board.

No.85/Safety-I/24/19 New Delhi, dated the 20-5-1988

Copy to A.D.A.I.(Railways), New Delhi (with 40 spares).

(Mathew John)
Joint Director(Safety)I,
Railway Board.

S.No.120

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD.

No.M(Safety-I/24/19 New Delhi dated the 21-6-1988

The General Managers,
All Indian Railways.

Sub:- Standardised items of personal equipment for Guards and Drivers.

Reference Ministry of Railway's instructions contained in their letter of even number dated 20.5.1988 on the subject mentioned above.

The following amendments/additions are advised which may be carried out accordingly:-

(i) wherever the word 'Detonator (One dozen)' appears, substitute with "Detonators (10)" as the new detonator containers can hold only 10 detonators;

(ii) vacuum gauge should be included as an item for freight train guards in Part (B) and

(iii) whistle for all guards and spectacles for guards requiring them should also be indicated.

(Mathew John)
Director (Safety)-I,
Railway Board.

S/No 9

S/No 11

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

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No.89/Safety-I/24/19 New Delhi, dt. 23.5.89

The General Managers,
All Indian Railways.

Sub: Standardised items of personal equipment for guards.

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In partial modification of Board's earlier instructions issued vide letter of even number dated 20.4.89 and 21.6.88 the Railway Ministry has decided that Guards working Mail/Express/passenger trains will be provided with 4 padlocks repeat 4 padlocks as against 8 padlocks supplied hitherto. Railways may take action accordingly.

(Mathew John)
Director(Safety) I,
Railway Board.

O/C

Rly. Reply rec'd.
CR —
ER —
NR — 14
NE — 22
NF —
SR — 26
SC —
SE —
WR — 21