

**4.22. Riding on engine or tender.—**

- (1) No person other than the engine crew shall be authorised to ride on the engine or tender of a steam locomotive, except in accordance with special instructions.**
- (2) Except as may be permitted by special instructions, no person other than the engine crew shall be authorised to enter any driving compartment of a single or multiple unit train or a train propelled by electric, diesel or petrol engine.**
- (3) Nounauthorised person shall manipulate any apparatus contained therein.**

S.R.4.22. Following persons may travel in the engine provided they are authorised by 'engine pass' or orders –

- 1 Loco Pilot on learning road;
- 2 Guard when no brake-van is provided;
- 3 Traffic staff carrying out shunting operations;
- 4 Inspecting officials on duty;
- 5 Staff specially authorised by DRM or by special instructions.

*Note:* In any case, there shall not be more than five officials/staff including engine crew at any time on the engine except in emergencies as and when specially required.

**4.23. Brake-vans.—**

- (1) No train shall be allowed to enter a block section, unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under special instructions.**
- (2) This rule does not apply to railcars, light engine or light engines coupled together.**

S.R.4.23.1. No person, except officers of the railway or persons holding brake-van passes or persons specially permitted shall be allowed to travel in the brake-vans. Railway Police Officials may, in cases of emergency, be permitted to travel in the brake-van of goods trains. The number of persons permitted to travel in the brake-van of goods trains, in addition to the Guard, should not exceed 5 (five). However, in emergent cases exception may be made for security staff, police, repair gangs of S&T, medical staff etc. with the prior approval of Sr. DOM of the concerned division.

S.R.4.23.2. During emergencies when it becomes absolutely necessary to run a train without a brake-van, the following precautions should be observed rigidly:

- 1 The decision to run a train without brake-van will not be taken without specific orders of Sr. DOM/DOM;
- 2 Running of trains without brake-van is strictly prohibited during total failure of communications.
- 3 Separate registers shall be maintained in the Control office for this purpose with details of the train viz., dates, train number, from and to station;
- 4 It shall be ensured that the train is provided with continuous and effective vacuum/air pressure from the engine to the rear most vehicle;