

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) No unauthorised 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;

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- 5 In Automatic Block Section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next reporting station in advance;
- 6 Guard of the train shall travel in the engine;
- 7 Last vehicle indicator viz., tail board/tail lamp must be invariably fixed on the last vehicle;
- 8 Station Master/Cabin SM will ensure that the train is complete by the last vehicle board/lamp;
- 9 When the train is worked under this system, the station as well as the cabin staff should be particularly alert. When there is a suspicion that the train has not arrived complete, they should draw the attention of the Loco Pilot and Guard by waving a green flag by day or a white light by night up and down vertically as high and low as possible;
- 10 When a train running without brake-van encounters trouble enroute, the following steps which are normal for train operation are required to be taken by the Guard of a train;
 - i. The Guard along with Assistant Loco Pilot should check complete train for any hose pipe disconnection or leakage etc. The help of C&W staff or Pointsman should be taken when the air pressure trouble occurs within the station limits;
 - ii. The Guard should arrange to connect the hosepipe, plug the leakage etc., with the help of Assistant Loco Pilot and start his train after ensuring that the air pressure trouble has been fully attended to and the requisite amount of vacuum/air pressure is maintained in the locomotive;
 - iii. The Loco Pilot should regulate the speed of the train depending on the ‘feel test’ conducted by him in the first block section;

4.24. Position of brake-van on train.—

Unless it be otherwise directed by special instructions, one brake-van shall be attached to the rear of the train, provided that reserved carriages or other vehicles may, under special instructions, be placed in rear of such brake-van.

S.R.4.24.1. In the case of Express trains, a maximum of 2 coaches may be attached in rear of the rear brake-van (SLR). The brakes of such additional coaches must be in good working order. When necessary, an Officer's carriage can also be attached in addition to the 2 coaches in rear of the rear brake-van.

These instructions will also apply to passenger trains except that a 4-wheeler carriage is also permitted to be attached.

As a special case, on short distance passenger/mixed trains, working within zonal railway, to reduce the unnecessary shunting, SLR can be positioned in the middle of the composition. A maximum of 3 coaches (including an Officer's carriage) only is allowed in rear of rear SLR. As far as possible, Officer's carriage should be kept as the rearmost coach of the train.

S.R. 4.24.2. In the case of goods trains, a maximum of 2 bogies or their equivalents may be attached in rear of the rear brake-van. When an Officer's carriage is to be attached, it will also be counted within the 2 bogies limit, as prescribed.