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RUNNING OF TRAIN **WITHOUT BRAKE VAN**

RUNNING OF TRAIN WITHOUT BRAKE VAN

- (1) The train shall be worked on the last vehicle number principle.
- (2) Before starting the trains, the Guard shall relay the number and description of the last vehicle in writing to the Station Master / Yard Master of the train originating station.
- (3) The Station Master / Yard Master of the originating station must intimate the section Controller of the number and description of the last vehicle under exchange of Private number. The Section Controller, in turn, must alert the Station Master enroute of the train number as also the number and description of the vehicle.

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- (4) When asking and giving line clear, the line clear enquiry and its reply must clearly include the number and description of the last vehicle under exchange of Private number. The trains number, description and Private number exchanged should be recorded in the Train Signal Register.
- (5) The number and description of the last vehicle must be repeated to the Section Control and the Station Master of the station in advance while giving train entering section signal from each station.
- (6) The train examiner must mention the number and description of the last vehicle while issuing the brake power certificate.

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- (7) L.V. Board or tail lamp as the case may be shall invariably be fixed at the tail end or the rearmost vehicle by the Guard.
- (8) The Guard of the train must travel on the engine. Without guard, no train without brakevan will be allowed.
- (9) The Guard, the Driver and his Assistant shall look back frequently during the journey to see that the rear portion of the train is following in a safe and proper manner.
- (10) The Cabin man/Station Master/Assistant Station Master in the Cabin must check the last vehicle number of the train with that obtained from the station in rear or station Master on duty, and clear the section only after the complete arrival of the train.
- (11) The station on getting the train number of the train without brake van and its last vehicle number will inform the end cabins under exchange of Private number.

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(12) In case the staff on duty in the cabins are unable to tally the last vehicle number with that obtained from the station in rear Section Controller, or are unable to read the last vehicle number of the train, they should contact the other Cabin man/ASM on duty and ask them to stop the train and verify the last vehicle number with that received from the Control, In the event of SM/Cabinman also failing to stop the train and verify the last vehicle number, the station ahead should be advised to stop the train and tally the last vehicle number. In such case, till such time the last vehicle number is properly verified by stopping the train and the complete arrival of the train is ensured, the block section in rear should not be closed.

NOTE: *In case the last vehicle number does not tally with that obtained from the station in rear/section Controller, every effort should be made to stop the train at next station and the Guard travelling on the engine should be asked to certify complete arrival of the train by issue of an arrival certificate indicating the correct number of the vehicle which is also recorded by the TXR in the Brake Power certificate. Whenever there are no end cabins, the responsibility to tally the last vehicle number shall devolve on the Station Master.*

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(13) Speed of the train -

- a. ECR:-** The train running on last vehicle number without brakevan shall run through the stations at a restricted speed of 20 Kmph during day provided visibility is clear. At night when visibility is affected such a train should stop at each station for verification of the last vehicle number and to ensure complete arrival of the train.
 - b. ER:-** The train running on last vehicle number without brakevan shall run through the stations at normal speed when visibility is clear. At night when visibility is affected such a train should run at restricted speed for verification of the last vehicle number and to ensure complete arrival of the train
- (14)** Between stations, the train without brake van running on last vehicle number may run at the sectional speed subject to other speed restrictions in force.
- (15)** Advancement of trains without brakevan upto advanced starter is not permitted

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Precautions in Automatic/ I.B.P. territory.

In automatic block sections and I.B.P. territory no train must be allowed to follow until the preceding train which has been allowed to run without Brake Van has arrived compete at the next block station in advance.

Authority for permitting Goods trains to run without brakevan:-

Only in extreme emergency when specific orders are given by Sr. DOM/DOM in the register maintained in control for this purpose, such train should run. The details of the train i.e. date, train No., from and to station, last Vehicle number shall be recorded with the reasons in a separate register to be maintained in the Control Office.

