SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/12/2025

Fly Leaf No. 12 / 2025

Attention..... All Concerned .....

BRAKE-VAN EQUIPMENT IN COACHING TRAINS ORIGINATING IN SOUTH CENTRAL RAILWAY. (SR 4.19.4)

➢ Loading of Brake-van Equipment:

(i) The BV Equipment would be loaded at the platform of the primary maintenance station in both SLRs (i.e., Front and Rear SLR), or in some trains three SLRs (i.e., Front, Centre and Rear SLRs) inside a cupboard / cabinet which shall be locked with One-Time Lock (OTL) and sealed jointly by the SE/JE-C&W and Dy. SS.

(ii) In case of EMU / MEMU, the brake van equipment shall be loaded in Low Tension Compartment in the Motor Coach. In case of DEMU / DHMU, the space available in Driving Trailer Cab shall be utilized for loading the brake van equipment.

(iii) All two / three SLRs shall be checked in the return direction at the platform jointly by the SE / JE - C&W and Dy. SS of destination station.

(iv) The following in-charges mentioned against item shall arrange for initial loading of BV Equipment in working condition in the dedicated cabinet provided in the SLR. Dy. SS should co-ordinate loading in two / three SLRs on the platform.

	Items	No.	Maintained / Supplied by
a	PortableControlTelephone2/4wire type as required.	1 set	SE/JE-Tele
b	Portable Train lighting equipment	1 set	SE/JE-TL
c	Fire extinguisher (DCP type)	2 Nos.	SE/JE-C&W
d	Wooden Wedges / Skids	2 Nos.	SE/JE-C&W
e	Stretcher in good condition	1 No.	Dy. SS
f	Rope ladders with suitable hooks (AS-18)	2 No. (Minimum)	JE(C&W)

(v) After full complement of BV equipment is loaded, SE / JE - C&W shall provide OTL and cover it with Rexene pouch, tie with necessary tape /cord and seal the same.

(vi) The SE / JE - C&W of train-originating station shall also keep one spare OTL in unlocked condition in the cabinet for use by the Guard enroute, whenever required.

(vii) After initial loading and sealing is done, SLRs, shall be continuously monitored on each and every trip both outgoing and incoming rakes by SE / JE - C&W at the Platform and maintain record of the BV Equipment available in the SLRs.

➢ Painting of details inside SLRs and securing:

(i) On the cabinet containing the BV Equipment are loaded, painting / sticker shall be provided, indicating SLR No., details of BV Equipment with serial number and due date of testing.

(ii) Instructions to Guards on usage of OTL should also be painted or pasted in the form of sticker.

(iii) Cabinet containing BV Equipment shall be provided with clamping / locking arrangement to facilitate locking with the use of the OTL.

(iv) Wire mesh / weld mesh shall also to be provided to see the availability of BV Equipment, to facilitate at the time of handing over / taking over the BV Equipment without having to open the cabinet door. Necessary lighting arrangements inside the cabinet with control switch outside the cabinet shall be provided. New ICF SLRs are turned out with toughened glass windows for the cabinet.

➢ Procurement of BV Equipment.

The SEs / JEs of concerned Departments and Dy. SS at the primary maintenance station of the rake shall be in possession of the required number of BV Equipment + 10% extra for initial provision in all SLRs of all the rakes primarily maintained at that station.

➢ Handing over & Taking over charge of BV Equipment:

(i) Dy. SS / TNC of the originating station shall record the intactness and the availability of the BV Equipment /seal in the register specially maintained for this purpose. They shall obtain acknowledgement of the Guard in the register apart from Vehicle Guidance (VG).

(ii) Both the incoming and outgoing Guards shall make entries in the VG and the Rough Journal Book, and acknowledge about the intactness of seal and OTL.

➢ Replacement of OTL & BV Equipment:

(i) In case of seal missing or OTL broken or BV Equipment missing, the Guard of the train shall give a message to the Station Master of the station with a copy to the Station Master of the train originating station indicating the train number, SLR number, missing BV Equipment serial numbers, along with date, location etc.

(ii) The Station Master of the originating station in turn shall advise the concerned SEs / JEs for recouping the item/s.

(iii) Concerning SE / JE should replace / recoup BV Equipment after testing.

➢ Due date for replacement / testing of BV Equipment:

(i) Fire-Extinguishers: Replacement shall be done once in a year. Due date shall be stencilled on each fire-extinguisher for easy identification and replacement as and when required.

(ii) Portable Telephone: The 2/4 wire telephone will be tested once in six months by SE/JE-Tele. The sticker indicating the due date should be pasted (eg., Due – Nov.06).

(iii) The practice of issuing PT sets to Guards at the time of signing ON and collecting back while signing OFF will continue.

(iv) Portable Train Lightning Equipment: Each box be serially numbered on the cover and inside the EL Box for easy identification. Contents of the EL Box shall be tested once in six months by the SE/JE-TL and the next due date should be written on the sticker.

➢ No SLR in the formation shall be detached en-route on Traffic account.

➢ Duties of Guard:

(i) The Guard of the train shall ensure before departure of the train that the BV Equipment is correctly available, OTL is in locked condition and the seal is put on. When the seal is broken, but OTL is intact, the Guard shall advise the Station Master of the originating Station for providing rexine cover and seal.

(ii) The cabinet seal containing the BV Equipment shall be broken by the Guard of the train for use during accidents / emergencies.

(iii) After usage of the equipment, the Guard shall give a message to the SE / JE – C&W and the Dy. SS of the originating station indicating date, time and place of usage so as to facilitate recoupment of equipment if required.

(iv) He shall also check for its intactness en-route.

(v) Whenever, cabinet / cupboard is opened in emergency, he shall intimate the same to the Dy. SS under a written message. He shall pass a remark on the VG and Rough Journal Book as to where the equipment was taken out; he shall lock the equipment with the spare OTL.

(vi) He shall also give a message to the Dy. SS of the originating station for providing the rexene pouch and seal.

(vii) He shall obtain the acknowledgement of the Dy. SS of SE / JE-C&W in the VG / Rough Journal Book at the destination station about the intactness of OTL and seal.

Brake van equipment in MEMU / EMU / DEMU / DHMU trains :

➢ Brake van equipment :

The following brake van equipment in working condition shall be loaded in low tension compartment in each motor coach of MEMU / EMU by the MEMU / EMU shed and, in the space, available in each Driving Power car of DEMU / DHMU by DSL sheds responsible for primary maintenance. In-charges of the sheds are responsible for ensuring the loading of the stipulated equipment in working condition.

1	Stretcher – one
2	Fire extinguishers – two
3	Wedges – two

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SAFETY ORGANISATION **SOUTH CENTRAL RAILWAY**