

In the case of vacuum brake train, vacuum pipe of locomotive shall be connected with vacuum train pipe of trailing stock and the dead locomotive shall be treated as piped vehicle. If the locomotive is fitted with pure air brake system and vacuum pipe is not provided on locomotive, then it should be attached with air brake trains only.

- (vi) Dead locomotive can be attached to Mail / Express train including super fast trains but excluding Rajdhani and Shatabdi / Duranto trains.

9.5.3. Attaching/hauling of dead locomotives by goods trains:

Dead locomotive to be treated as piped vehicle when –

- a) the dead locomotive brakes are functional but it is not attached next to working locomotive or
- b) MR and BC equalising pipes are not connected or
- c) the dead locomotive brakes are not functional.

The conditions to be satisfied in these cases are as under:

- a) Only one dead locomotive is permitted to haul.
- b) If the dead locomotive is not placed next to the train locomotive, it may be marshaled anywhere on the goods train provided that the distance between the dead loco and the train loco/banking loco (if any) shall be equaled to the largest span of the bridge in the section duly following the below given safety requirements from the point of view of brakes.
 - 1. Dual brake dead loco on Vacuum train: Vacuum pipe of the dead loco can be connected with the vacuum train pipe of rolling stock and at least twenty fully vacuum braked 4 wheeler units shall be attached behind the dead locomotive and
 - 2. Dual Brake dead loco/airbrake loco on air brake train: brake pipe of dead locomotive shall be attached to brake pipe of the train and at least ten fully braked wagons shall be attached behind the locomotive.

9.6. Empty water tanks—

An empty water tank must not be attached between two loaded wagons or outside the rear brake--van. An empty water tank may be attached next to the engine or inside the rear brake-van or between empty wagons.

9.7. Metre Gauge timber trucks and ballast wagons—

Metre Gauge timber trucks and ballast wagons fitted with rigid buffers shall not be attached to passenger or mixed trains. They may, however, be attached to goods trains in front of the rear brake-van subject to a maximum of 4 such wagons on any train.

10. Railway Officers saloons –

1. No saloon will be attached to race specials, postal express trains and military specials.
2. The saloons of the General Manager, the Heads of Departments and the Commissioner of Railway Safety may be attached to any train except those mentioned under 10.1 above. Not more than one saloon will be attached to a mail train.
3. The saloons of Heads of Departments and Divisional Railway Managers shall ordinarily be attached to Passenger, parcel and Goods trains. The PCOM's permission must be obtained for attaching their saloons to Mail or Express trains.

4. The saloons of Divisional and other Officers may be attached to Passenger, Parcel and Goods trains only.
 5. Officers saloons may be attached to a light engine provided the saloon is fitted with vacuum/air brake and a tail lamp or a tail board is fixed.
 6. A saloon can be attached to a train if the prescribed load permits it. One saloon may be attached to a train in excess of the prescribed load but the actual tonnage must be shown in the Vehicle Guidance.
 7. Officers must give timely intimation for attaching their saloons and at intermediate stations they must not select trains for attaching their saloons which are likely to suffer serious detention thereby.
 8. Officers shall not take or send their saloons outside their jurisdiction without the prior consent of their Heads of Department and the PCOM.
11. Marshalling of trains, attaching of SLR/LR and anti-telescopic/steel bodied coaches on passenger carrying trains:

Marshalling of Anti-telescope or Steel bodied coaches-

The following instructions should be followed in respect of safety marshalling.

11.1. SLRs and Anti telescopic or Steel bodied coaches.

1. In case of mail/express trains, anti-telescopic or steel bodied SLRs must be marshaled as the last coach at both ends of the train formation i.e., next to train engine in the front and as a rear most vehicle, except when Anti telescopic or steel bodied slip or sectional coaches are attached outside the SLR due to unavoidable operational requirements.
In the absence of front SLR/LR for a mail/express train, the coach next to train engine be kept empty and locked to prevent it being occupied by passengers.
2. In case of SLR which has passenger portion on one side and luggage cum brake portion on the other side, the SLR should be marshaled in such a way that the luggage and brake portion is trailing outer most or next to engine. In case of new design of SLRs with passenger portion in the middle, they can be positioned in any convenient way.
3. On the MG, if it is not feasible to position the SLR as mentioned in item 11.1.2 above due to coupler arrangements, marshalling as operationally convenient may be allowed.
4. In case of mail/express trains, two anti-telescopic or steel bodied coaches should be marshaled inside the anti-telescopic or Steel Bodied SLRs at both ends.
5. As sufficient anti-telescopic or steel bodied SLRs are available for use on mail/express trains, there should be no occasion to utilize a wooden bodied SLR on these trains. However in case it is inescapable to utilize a wooden bodied SLR on mail/express trains, the wooden bodied SLR should be marshaled inside two anti-telescopic coaches.
6. After providing for mail/express trains, all the available anti-telescopic or steel bodied SLRs should be used on main line passenger trains and after meeting this requirement, the rest should be used on branch line passenger trains. Anti-telescopic or steel bodied SLRs should be marshaled in the same way as in the case of mail/express trains.
7. In case of passenger trains, at least one anti-telescopic or steel bodied coach should be marshaled inside the anti-telescopic or steel bodied SLRs at both ends in the first instance and when adequate number of anti-telescopic or steel bodied coaches are available, there should be at least two such coaches.