

4. For marshalling of wagons containing gases (rule 227.1), inflammable solids (rule 425.1) oxidizing substances (rule 524.1), acid and corrosives (rule 826.1) and poisonous (toxic) substances (rule 624.1) of the IRCA Red Tariff No. 20 must be observed.

Note: The Red Tariff in force is number 20, which was brought into force with effect from 16.8.2000.

5. Definition of Coaching Stock ---

The following vehicles are to be considered as Coaching Stock—

Passenger carriages, postal vans, horse boxes, carriage trucks, motor vans, store vans, restaurant cars, luggage and fruit vans, passenger brake-vans, goods vehicles marked as coaching vehicles and any other vehicles that may from time to time be included in the list of Coaching stock.

6. Definition of Goods Stock --

Goods stock includes all rolling stock other than coaching stock, irrespective of contents, whether attached to passenger or goods trains.

7. Goods vehicles not to be used for carrying passengers—

No goods stock or other stock not intended for the carriage of passengers shall be used for carrying public passenger traffic without the previous sanction of the PCOM.

8. Marshalling of passengers/mixed trains—

8.1. The composition and marshalling of Mail and Express trains is given in the appendix to the Working Time Table.

8.2. On passenger trains there must be at least one brake-van in the rear of fixed composition of the train. On passenger and mixed trains on short branch lines, one bogie brake-van may be attached in the middle of train to avoid reversing.

8.3. The marshalling arrangements on mixed trains shall ordinarily be as follows—

The engine, goods vehicles, passenger vehicles and vehicles equipped with vacuum brake attached behind the rear brake-van, as laid down in para 8.4. below:

On Metre Gauge section where the gradients are 1 in 100 or steeper, mixed trains should be marshaled with the coaching vehicles next to the engine and the goods vehicles attached in rear of coaching vehicles.

8.4. In the case of passenger train not more than two bogies or four 4 wheelers (one bogie to count as two 4 wheelers) may be attached in the rear of rear brake-van subject to the condition that the vehicles are fitted with vacuum brake in good working order. An Officer's carriage (bogie or four wheeler) may also be attached in addition, subject to the provision that it has effective vacuum brake. Such vehicles must be connected with vacuum brake system on the train. A tail lamp or tail board must be fixed on the rearmost vehicle.

8.5. When it is necessary to attach four-wheeler stock on passenger and mixed train, the following rules must be observed –

1. A single four-wheeler vehicle must not be marshaled between two bogies.
2. A four-wheeler coaching vehicle or goods wagon can be attached to a passenger train either in front i.e., next to the engine or in the rear of the train.
3. When one or more four-wheelers are attached to a passenger train, the maximum speed of the train should not exceed 75 KMPH on the BG and 50 KMPH on the MG.

4. Four-wheeler vehicles or wagons with rigid wheel base of less than 3.05 metres should not be attached to a passenger train on the M.G. When such wagons or vehicles are attached to mixed trains, the maximum speed of such trains must not exceed 40 KMPH.
  5. Four-wheeler inspection carriages fitted with standard WA 16 springs and shackle plates may be attached to passenger trains booked to run at a speed of more than 75 KMPH on B G and 50 KMPH on MG.
  6. Four-wheeler inspection carriages with type of suspensions other than those mentioned in para 8.5.4 above should not be attached to passenger trains, the maximum permissible speeds of which exceeds 75 KMPH on BG and 50 KMPH on MG.
  7. A single four-wheeler vehicle not carrying public passengers may be marshaled between the engine and a bogie vehicle to avoid delays in shunting en route, subject to the following exceptions –  
Vehicles carrying livestock shall not be attached behind the engine except on the electrified sections.
  - 8.6. Four-wheelers not carrying public passengers fitted with automatic vacuum brake may be marshaled between the rear brake-van and a restaurant car or a Officer's bogie saloon to facilitate shunting subject to para 8.5 above.
  - 8.7. Kit wagons of staff on transfer to stations beyond two goods terminals may be attached to parcel or passenger trains, when room permits.
  - 8.8. No goods stock will be attached to run on passenger train unless certified by the Train Examiner that it is fit to run on passenger trains. Piped vehicles are not to be attached to passenger trains.
9. Marshalling of goods trains:
- 9.1. Every goods train on leaving a terminal station must be properly marshaled in accordance with the instructions issued by the Divisional Railway Manager. There must be at least one goods brake-van in the rear of the train. Instructions with regard to attaching of brake-vans on goods trains, number and tonnage shall be given in the Working Time Table.
  - 9.2. No load which infringes the standard moving dimensions shall be attached to a train without the sanction of the PCOM.
  - 9.3. A single 4-wheeler must not be marshaled between 2 bogies but a single 4 -wheeler may be attached between the engine and a bogie vehicle to avoid delays in shunting en route.  
*Note: This rule is not applicable whenever banking engine/assisting not required engine is attached in rear of rear brake-van.*
  - 9.4. In the case of military specials carrying motor vehicles belonging to the Defence department, two four-wheeler dummy wagons (either empty or loaded with non-inflammable goods) should be attached in the front next to the engine.
- 9.5. Dead Engines:

The following combinations of Working and Dead locomotives are permitted:

1. For Goods trains:-
  - (i) One Live Loco + One Dead Loco;
  - (ii) Two Live Locos + One Dead Loco or One Live Loco + Two Dead Locos;
  - (iii) Two Live Locos + Two Dead Locos.