

AS. No.11 dtd. 24.7.2009 for substitute existing para SR 4.08(3) at page 119 of G&SR edition 2008 english version.

- SR 4.08 (3) *Attaching of Goods Stock to Passenger Trains: —*
- (A) Goods stock, duly certified 'fit to run on passenger trains' by train examining staff, can be attached to run on passenger trains (except Mail and Express trains) with strict adherence of marshalling orders of mixed trains.
 - (B) Maximum speed of such mixed train shall not exceed the maximum speed of the passenger train running over that section on which the goods stock is attached. The goods stock so attached on a passenger train is to be certified by competent C&W staff, as fit to run with maximum sectional speed of the passenger train. Running of Mixed Train with Maximum Permissible Speed, maximum Load permitted and Marshalling order should be prescribed in the working Time Table in force.
 - (C) Goods stock must be attached next to the train engine unless the contents are livestock, explosive, dangerous or inflammable goods in such case these should be attached in the rear.
 - (D) On Metre Gauge section having gradients of 1 in 100 or steeper the mixed trains should be marshalled with the coaching vehicles next to the train engine and goods vehicles attached in the rear of coaching vehicles.
 - (E) Vacuum/ Air-braked piped vehicles are not permitted to be attached behind the rear brake-van of a fully vacuumed / air-braked train. They may, however, be attached inside the rear brake-van, provided interference to electric connection is not caused. The last 3 vehicles including the brake-van must however be with effective vacuum / air brake and operative cylinders.
 - (F) Section Engineers (C&W) at all stations where coaching and goods trains are examined shall examine all goods stock attached to Passenger trains, even though the train to which they are attached is not ordinarily examined at that station. At these stations, this examination will be confined to the goods stock only and will be a 'safe to run' examination.
 - (G) On sections where no C & W staff is provided at the terminal station, the C & W staff at the originating station of the mixed train will give the certificate for both the outward and the inward journey of the wagons whether loaded or empty indicating the terminal station.
- SR 4.08 (4) No locomotive shall be turned out from the shed with deficient or defective speedometer. In case both the speedometers become defective enroute, the Loco Pilot shall work the train at speed 10% less than the maximum permissible / booked speed as the case may be, estimating the speed with the help of his watch, KM posts and inter-station running time given in the Working Time Table.

4.09

CAUTION ORDER.—

- (1) **Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the kilometres between which such precautions are necessary, the reason for taking such precautions and the speed at which a train shall travel, shall be handed to the Loco Pilot at the stopping station immediately short of the place where such precautions are necessary, or at such other stations and in such manner, as prescribed under special instructions.**

AS. No.1 dtd. 14.10.2008 for replacing existing para GR 4.09(3) at page 120 of G&SR edition 2008 english version.

- (2) **Sub-rule (1) does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified to the running staff concerned.**
- (3) **The Caution Order referred to in sub rule (1) shall be on white paper, in Blue or Black font or typed or made out on computers with the words 'CAUTION ORDER' written on the top of the form in bold letters of appropriate font size to draw attention distinctly and signed in full.**

- SR4.09 (1)A Caution Order, as referred in rule (1), (2) & (3) of GR 4.09 above, shall usually be issued on form no. T 409 as given in Annexure-A at the end of this chapter, in the following contingencies: -
- (A) When works on track, signalling and overhead equipment are taken up under intimation from the official concerned [SR15.08(5)(A) (ii)]
 - (B) On intimation after rail fracture is repaired [SR 15.08 (2) (C)]
 - (C) Imposition of Temporary Speed Restrictions [SR 15.08 (1) and (2)]
 - (D) Material Lorry and Riding trolley working on partial Block [SR 15.27 (4) (A) to (F)]
 - (E) Motor Trolley following another motor trolley [SR 15.25 (6) to (10)]
 - (F) Thick and foggy weather or dust storms which obscure visibility of signals [SR 8.02(6), 8.03(7), 8.04(6)].
 - (G) Abnormal jerk experienced and reported by Loco Pilot [SR 6.07(2)].
 - (H) Reception of a train on an obstructed line [G& SR 5.09]
 - (I) Anything unusual with the train [SR 4.17 (2)(B)& (C)].
 - (J) When crane is working on one of the lines on double line section [SR 4.27 (6) (B)].
 - (K) When crane is working on a running line within station limits [SR4.27(7)].
 - (L) Private Number not exchanged between two block cabins at a station [SWRs].
 - (M) Reception of trains over defective or damaged points [G&SR 3.77].
 - (N) Key of DK siding given to Mechanical Signal Maintainer or lost [SWRs]
 - (O) Engineering patrolman does not arrive in time [SR 15.05].
 - (P) As specified in Traffic Working Order.
 - (Q) Single line working introduced on double line section [SR 6.02 (i) (9)(10) & (11)].
 - (R) During total interruption of communications on double line sections [SR 6.02 (iii) (3) (B)].
 - (S) During total interruption of communications on single line [SR 6.02 (iv) (4)(4.1)(ii)].
 - (T) During single line working on double line during total interruption [SR 6.02 (ii) (2)]