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File no 54699 SCR-PCOM0RULE(MNLS)/2/2020-RULES SECTION

Date: 8.10.2024.

DRMs/SC, BZA, GTL, HYB, GNT & NED.**विषय/Sub: Amendment Slip no. 18 to SCR G&SR - 2020.**

Following amendments to SCR G&SR 2020 have been given for implementation

Item No	SR No.	Existing Rule	Rule Amended/Added
1 of AS 18	3.12.1.	Semi-Automatic/Manual signal levers are provided with normal locks designed to prevent full movement of the lever back to its normal position and release of the locking, unless the train has had sufficient time to come to a stand at the signal or has passed the signal and had cleared the points on the route and the signal is displaying a red indication. In case of emergency the lever can be put back to three quarter position, which will cause the signal to display 'on' aspect.	Deleted
2 of AS 18	3.12.2.	King Levers are provided at certain cabins which when reversed, lock the levers of all running Semi-Automatic signals in the reverse position and enable the signals to function as Automatic signals.	<i>Renumbered as 3.12.1</i> King knob is provided on the control panel, which when reversed, enable the semi-automatic signals on main line to work as Automatic stop signals facilitating the run through of trains. Generally one king knob for each direction is provided.

Item No	SR No.	Existing Rule	Rule Amended/Added
3 of AS 18	3.12.3	Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' by issuing T/369(3b).—When LSS (on double line) is to be passed at 'on' in addition to T/369(3b), Caution Order restricting the speed to 10 KMPH up to next Automatic Stop signal, shall be issued	<i>Amended & Renumbered as 3.12.2</i> Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be. In case where LSS in Automatic block system, working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached, irrespective of it's aspect.
4 of AS 18	3.12.4	<i>Renumbered as 3.12.3</i>	
5 of AS 18	3.17.1	In Automatic signalling territory, when a semi-automatic stop signal is required to protect a level crossing gate in addition to points, the signal shall be provided with an illuminated 'AG' marker, in addition to the illuminated 'A' marker against black background	In Automatic signalling territory, when a semi-automatic stop signal is required to protect a level crossing gate, the signal shall be provided with an illuminated 'AG' marker, in addition to the illuminated 'A' marker against black background.
6 of AS 18	4.19.4.1	<i>ADD the following as (f) in S.No.(iv)</i>	
		Item	No.
		Rope ladders with suitable hooks	2 (Minimum)
7 of AS 18	4.65.1.1	Maintained/Supplied by	
		JE(C&W)	
7 of AS 18	4.65.1.1	The on track tamping machine which is a self-propelled vehicle fitted with head- light and two parking lights and is having two parts viz., the engine and the tamping-cum leveling unit. This machine can run both by day and night at a maximum speed of 40 KMPH either engine or tamper foremost, subject to any other lower speed restrictions in force. The speed over all points and crossings however shall not exceed 10 KMPH.	The on track tamping machine which is a self-propelled vehicle fitted with head-light and two parking lights and is having two parts viz., the engine and the tamping-cum leveling unit. This machine and all track maintenance machines shall run at a speed prescribed through JSC, subject to other speed restrictions in force. A copy of the JSC shall be made available in each such machine.

Item No	SR No.	Existing Rule	Rule Amended/Added
8 of AS 18	Note under GR 5.10	The written Authority under sub-para (d) of para (1) is T/ 5.09	The written Authority under sub-para (d) of para (1) is T/ 510

Item No. 9 of AS 18 : *Add the following as*

SR 5.10.1 Reception of a train from wrong line during TSL: -

- (a) Before granting line clear for a wrong line train, SM shall comply with rules related to Temporary Single Line working under SR 6.02.1 / 9.12.3 as per the system of working in force in the station, duly ensuring clearance of reception line and setting, clamping and padlocking of all the points in its route.
- (b) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.
- (c) The wrong line train shall be brought to a stop at LSS.
- (d) The Loco pilot shall be issued a written Authority T/510 authorising to start from the opposite direction Last Stop Signal, of the corresponding line and enter the station section duly being piloted in by a competent railway servant in uniform.

SR 5.10.2. Reception of tower car / track machine / train from wrong line other than TSL:

- (a) When a tower car / track machine / train is to be received from a wrong line (in double line section) during occasions other than Temporary Single Line working like traffic blocks, it shall be brought to a stand opposite to the Last Stop Signal pertaining to the wrong line on which the tower car / track machine / train is running and thereafter be guided by the instructions of the Station master of that station.
- (b) The Station Master shall ensure compliance to GR 5.10 (1) (b) for the nominated reception line.
- (c) All the movements which are likely to infringe the path of tower car / track machine / train are brought to a stop.
- (d) Where there is a shunt signal in the direction of approach of the tower car / track machine / train, which can be signalled to the desired line, it can be taken off to comply with GR 5.10 (c).
 - 1) Loco Pilot shall be issued with a written authority T/510 authorising to start from the opposite direction Last Stop Signal of the corresponding line to enter the station section duly being piloted in by a competent railway servant in uniform and draw his train cautiously upto the shunt signal and move further on observing "Off" aspect of the Shunt signal.
 - 2) The shunt signal which has been taken "off" for the passage of tower car / track machine / train shall not be placed to "on" until the movement is completed.
- (e) Where there is no such shunt signal or it is defective, all the points in the route, over which the tower car / track machine / train has to pass shall be correctly set, clamped and padlocked. The Loco pilot shall be issued a written Authority T/510 authorising to start from the opposite direction Last Stop Signal of the corresponding line, and to enter the station section duly being piloted-in by a railway servant in uniform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.
- (f) If the tower car / track machine / train is being received on to a line which is also obstructed, (3), (4) and (5) of GR 5.09 shall also be complied.

5.10.3. Whenever a train is being received on a non-signalled line or from a wrong line (in double line section), if there exists any LC Gate in the route, the Station Master shall ensure closure of the Gate by exchange of PN with the Gateman before issuing the written authority to the Loco Pilot.

Item no. 10 of AS-18 : *Replace Existing SR 6.02.1* with the following

S.R. 6.02.1. Rules and regulations for Temporary Single Line (TSL) working on a Double line section, when one line is obstructed.

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with favourable cross-over between Up and Down lines on either side of obstruction. Nomination of stations between which Temporary Single Line working shall be introduced shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.

2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.

3. In case where due to non-availability of favourable cross over, TSL working has been introduced covering more than one block section, the movement of trains on the affected section shall be authorised for each block section by the Station Masters of block stations on either side of the block section.

4. The commutator of block instruments pertaining to obstructed line, including that of intermediate block station/s if any between the nominated stations, shall be kept in TOL position and locked for the entire duration of TSL working. During wrong line operations, the block instrument pertaining to the unobstructed line shall be kept in TOL position and locked. In case of UFSBI, the LCB key shall be kept in OUT position.

5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained using the forms T/A 1425 and T/B 1425 on the following:

- (a) Telephone attached to Block Instrument
- (b) Station to Station fixed telephones wherever available.
- (c) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
- (d) Control Telephone.
- (e) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.

- (f) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on- duty Station Master.

NOTE:- In all the above cases, since line clear is obtained/granted by a means of communication other than Block Instrument/Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty, by cross checking Private numbers given for the last Preceding train shall be adopted.

6. All entries shall be made in RED ink in the Train Signal Register, at all stations where trains are being run on Temporary Single Line Working.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the block section:-

- (a) Cause of introduction of single line working;
- (b) Place of obstruction;
- (c) The line by which single line working is proposed;
- (d) The source of information that the said line is clear;
- (e) Restriction of speed, if any, on the line;
- (f) The number and timings of the last train which arrived/left the station nominated.

8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above. All the gate man shall be informed under exchange of PN that TSL working is being commenced on the proposed line, all Up and Down trains shall be dealt on the same line.

9. Introduction of Wrong Line Working

- (a) Station Masters on either side of the proposed line for TSL working shall ensure that the whole of the last train in the right direction has cleared the section and the proposed line between the two stations is clear. Only after ensuring this, steps shall be taken for introducing wrong line working.
- (b) Station Master at the receiving end of the wrong line train shall ensure that there is no train in the Main line corresponding to the line on which TSL working is being planned. If in exceptional case, the main line is blocked by a train before introduction of TSL working, the loco pilot shall be served with a written memo stating that Wrong line working is in force, do not start until issued with T/D 602.
- (c) The block instrument pertaining to the unobstructed line on which wrong line working is planned shall be kept in TOL position and locked throughout the period of wrong line working. In case of UFSBI, the LCB key shall be kept in OUT position
- (d) Station Master at the receiving end of the wrong line train shall ensure that all the departure signals of the station towards the proposed line for TSL working are kept at 'ON' and blocked in the VDU panel / in case of other control panels, 'line blocked caps' shall be kept on the concerned signal knobs throughout the period of wrong line working.

- (e) All the gate man shall be informed under exchange of PN that wrong line working is being commenced on the proposed line. The gateman of interlocked gates shall be advised that after closing and locking of the gate against road traffic, the signal knob under his control shall not be reversed, so as to keep the gate signals in danger. After closing the gate, all the gateman shall exhibit Proceed Hand Signals to the loco pilots working the wrong line train, standing at a place, where PHS is clearly visible.

10. Conditions for Granting Line Clear For Wrong Line Trains

The Station Master on duty at the station receiving wrong line train shall not give such "Line Clear" unless:-

- (a) The whole of the last preceding train has arrived complete.
- (b) The line is free not only up to the LSS, but also clear on the line of reception up to trailing points or up to the place at which the train is required to come to a stand.
- (c) All the points including crossover points leading to the line for admission of the train are correctly set, clamped and padlocked.
- (d) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.
- (e) The points of outlying sidings/ turnouts under his control are correctly set and locked.
- (f) All the gateman are advised with the particulars of the train and ensured gate closure duly exchanging PN.

11. Cancellation of Wrong line working and commencing Right line working with TSL in force

- (a) In order to commence Right line working, the Station Masters at both ends of the block section shall ensure through Line clear enquiry (T/A 1425) and reply message (T/B 1425) books and TSR, that the last train despatched on wrong line has arrived complete at the station in advance and exchange messages in the following format, supported by PN for cancellation of wrong line working of trains and introduction of right line working of trains with TSL in force.

<p>From Station Master/Y Message No. _____ Last Train (Number and description) _____ which left from your station in the wrong line at _____ hours _____ min arrived completely at my station at _____ hours _____ min. Cancel the wrong line working of trains and introduce right line working of trains with TSL in force. Private Number (in figures) _____ (in words) _____</p>	<p>To Station Master/X</p>
<p>From Station Master/X Message No. _____ Your Message No. _____ is understood, that Train No. _____ which left my station in the wrong line at _____ hours _____ min has arrived complete at your station at _____ hours _____ min. Wrong line working of trains is cancelled and right line working of trains being introduced with TSL in force. Private Number (in figures) _____ (in words) _____.</p>	<p>To Station Master/Y</p>

- (b) After exchanging the above messages, the SMs shall advise all the gate man under their control under exchange of PN, that right line working of trains is introduced with TSL in force, on the nominated line. For right line trains, after closing and locking of the gate against road traffic, the signals of interlocked gates shall be taken off by reversing the knob under his control.
- (c) All the points shall be set in favour of right line trains including crossover points which were earlier set for wrong line trains.
- (d) The block instrument pertaining to the unobstructed line on which wrong line working has been cancelled and right line working is planned which was hitherto kept in TOL position shall be brought to use. In case of UFSBI, the LCB key shall be kept in IN position.

12. Rules for running right line trains

The right line trains shall be run on signals duly obtaining line clear through block instruments. Where IBS is provided, after the first right line train clears the IBS, subsequent right line train can be despatched, provided that the station in rear has intimated the station in advance about the fact that he/she is permitting particular train up to IBS and has ascertained the readiness of station in advance to receive the same. Private numbers shall be exchanged for every such movement. Ensure closure of all the non-interlocked LC gates against road traffic duly exchanging PN.

NOTE: On completion of all right line trains, if once again wrong line working of trains is proposed, the rules mentioned starting from 9 above shall be repeated.

13. A written authority (form T/D 602) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

- a) A "line clear ticket" on Absolute block system during temporary single line working on double line for all wrong line trains.
- b) Instruction to the Loco Pilot/Motorman of right line trains to follow rule 3.75 to pass IB Signal when at ON and rule 3.73 to pass Gate signal interlocked to LC gates in midsection when at ON. Instruction to the Loco Pilot/Motorman of wrong line trains to pass gates only when he receives proceed hand signal from a railway servant in uniform. Authority to pass Departure Stop signals at ON for wrong line trains.
- (c) The Authority T/D 602 shall also include:-
 - (i) The line on which the train or light engine is to run
 - (ii) The kilometres between which the obstruction exists on the adjacent line.
 - (iii) Any restriction of speed which may have been imposed; and
 - (iv) An authorisation to pilot out the train starting towards wrong line after all the concerning points have been correctly set and locked.
 - (v) Location of the Neutral section if any.

14. An endorsement shall also be made on the form T/D 602 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately

15. (a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.

(b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the right line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions in force.

16.(a) When approaching the next block station the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the Last Stop Signal pertaining to the wrong line on which he is running and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set, clamped and padlocked, shall arrange to issue a written authority T/510 through a competent railway servant in uniform; who shall then pilot the train from this signal and shall obey hand signals, if any, relayed from the station platform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.

(b) When approaching the next block station the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Home Signal of the receiving station. In case the Home signal/Calling-On is not in working condition then the Station Master after ensuring that all the conditions for taking OFF such a Reception Stop Signal has been fulfilled; shall issue authority on Form No. T/369 (3b) and depute a competent railway servant in proper uniform who shall then pilot the train by duly showing PHS for receiving the train.

17. Resumption of normal working.

(a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and the obstructed line is free for passage of trains, the Station Master will issue a message to the other station and inform all the gateman under his control, under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X Message No. _____ Last Train (Number and description) _____ which left from your station at __hrs__min arrived completely at my station at __hrs__min. Cancel the TSL working of trains and introduce Normal Double line working. Private Number (in figures) _____ (in words) _____.	To Station Master/Y
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From Station Master/Y Message No _____ Your message No. _____ is understood, that Train No. _____ which left my station at ___hrs___min has arrived complete at your station at ___hrs___min. TSL working is cancelled and Normal Double line working is introduced. Private Number (in figures) _____ (in words) _____.	To Station Master/X
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- (b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.
- (c) The Loco Pilot of the first train entering the section where obstruction was removed and normal working is resumed shall not exceed 25 kmph subject to other speed restrictions and inform all Gatemen and Gangmen on the way about resumption of normal working. A caution order shall be issued by the Station master for the same.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

Item No.11 of AS 18

Replace Existing SR 9.12.3 (of AS 17) with the following

S.R. 9.12.3: Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections):

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with **favourable** cross-over between Up and Down lines on either side of obstructions. Nomination of stations **between which Temporary Single Line working** shall be introduced shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.

2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.

3. In case where due to non-availability of favourable cross over, TSL working has been introduced covering more than one block section, the movement of trains on the affected section shall be authorised for each block section by the Station Masters of block stations on either side of the block section.

4. The Semi-Automatic/Manual Despatch Stop Signal of the Station/s at both the ends of the **block section(s)** where temporary single line working is being introduced, shall be put in manual mode for the entire duration of temporary single line working and shall be ensured to be in ON condition during wrong line operations. The concerned Semi-Automatic/Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode for the entire duration of temporary single line working and in ON position initially, before introduction of temporary single line working.

5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained using the forms T/A 1425 and T/B 1425 on the following:

- (a) Station to Station fixed telephones wherever available.
- (b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
- (c) Control Telephone.
- (d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (e) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on- duty Station Master.

*NOTE:- In all **the above cases**, since line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.*

6. All entries shall be made in RED ink in the Train Signal Register, at all stations where trains are being run on Temporary Single Line Working.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the **block section :-**

- (a) Cause of introduction of single line working;
- (b) Place of obstruction;
- (c) The line by which single line working is proposed;
- (d) The source of information that the said line is clear;
- (e) Restriction of speed, if any, on the line;
- (f) The number and timings of the last train which arrived/left the station nominated.

8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above. **All the gate man shall be informed under exchange of PN that TSL working is being commenced on the proposed line, all Up and Down trains shall be dealt on the same line.**

9. Introduction of Wrong Line Working

- (a) Station Masters on either side of proposed line for TSL working shall ensure that ALL the right line trains have cleared the block section and the proposed line between the two stations is clear. Only after ensuring this, steps shall be taken for introducing wrong line working.**
- (b) Station Master at the receiving end of the wrong line train shall ensure that there is no train on the Main line corresponding to the line on which TSL working is being planned. If in exceptional case, the main line is blocked by a train before introduction of TSL working, the loco pilot shall be served with a written memo stating that Wrong line working is in force, do not start until issued with T/E 912.**
- (c) Station Master at the receiving end of the wrong line train shall ensure that all the Semi-automatic/manual departure signals of the station towards the proposed line for TSL working are kept at 'ON' and blocked in the VDU panel / in case of other control panels, 'line blocked caps' shall be kept on the concerned signal knobs throughout the period of wrong line working.**
- (d) All the gate man shall be informed under exchange of PN that wrong line working is being commenced on the proposed line. The gateman shall be advised that after closing and locking of the gate against road traffic, the signal knob under his control shall not be reversed so as to keep the gate signals in danger. After closing the gate, the gateman shall exhibit Proceed hand signals to the loco pilots working the wrong line train, standing at a place, where PHS is clearly visible.**

10. Conditions for Granting Line Clear For Wrong Line Trains

The Station Master on duty at the station receiving the wrong line train shall not give such "Line Clear" unless:-

- (a) The whole of the last preceding train has arrived complete.**
- (b) The line is free not only up to the LSS, but also clear on the line of reception up to trailing points or up to the place at which the train is required to come to a stand.**
- (c) All the points including crossover points leading to the line for admission of the train are correctly set, clamped and padlocked.**
- (d) All the movements which are likely to infringe the path of wrong direction trains are brought to a stop.**
- (e) The points of outlying sidings/ turnouts under his control are correctly set and locked.**
- (f) All the gateman are advised with the particulars of the train and ensured gate closure duly exchanging PN.**

11. Cancellation of Wrong line working and commencing Right line working with TSL in force

- (a) In order to commence Right line working, the Station Masters at both ends of the block section shall ensure through Line clear enquiry (T/A 1425) and reply message (T/B 1425) books and TSR, that the whole of the last train despatched on wrong line has arrived complete at the station in advance. They shall then exchange messages in the following format, supported by PN for cancellation of wrong line working of trains and introduction of right line working of trains with TSL in force.

From Station Master/Y Message No. _____	To Station Master/X
Last Train (Number and description) _____ which left from your station in the wrong line at _____ hours _____ min arrived completely at my station at _____ hours _____ min. Cancel the wrong line working of trains and introduce right line working of trains with TSL in force.	
Private Number (in figures) _____ (in words) _____	
From Station Master/X Message No. _____	To Station Master/Y
Your Message No. _____ is understood, that Train No. _____ which left my station in the wrong line at _____ hours _____ min has arrived complete at your station at _____ hours _____ min. Wrong line working of trains is cancelled and right line working of trains being introduced with TSL in force.	
Private Number (in figures) _____ (in words) _____.	

- (b) After exchanging the above messages, the SMs shall advise all the gate man under their control under exchange of PN, that right line working of trains is introduced with TSL in force, on the nominated line. For right line trains, after closing and locking of the gate against road traffic, the signals shall be taken off by reversing the knob under his control.
- (c) All the points shall be set in favour of the right line train including crossover points which were earlier set for the wrong line train.

12.1 Conditions for Granting Line Clear for the First Right line train

The Station Master on duty at the station receiving first right line train shall not give such "Line Clear" unless:-

- Had ensured with the Station Master in advance under exchange of private number that the whole of the last wrong line train has arrived complete.
- The line is free not only up to the Home, but also for an adequate distance of 180 meters beyond.
- All the movements which are likely to infringe the path of the right line train are brought to a stop.
- The points of outlying sidings / turnouts under his control are correctly set and locked.
- All the gateman are advised for gate closure with the particulars of the train. They shall also be advised to reverse the signal knob so as to take off the gate signals.

12.2 Rules for running subsequent right line trains

The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he/she is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement duly striking out the line clear ticket portion in the authority T/E 912.

NOTE: On completion of all right line trains, if once again wrong line working of trains is proposed, the rules mentioned starting from 9 above shall be repeated.

13. A written authority (form T/E 912) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

- (a) A “line clear ticket” on Automatic block system during temporary single line working on double line for all wrong line trains and every first right line train.**
- (b) Instruction to the Loco Pilot/Motorman of right line trains to follow rule 9.02 to pass fully automatic signal when at ON and rule 9.15 to pass automatic signal interlocked to LC gates in midsection when at ON. Instruction to the Loco Pilot/Motorman of wrong line trains to pass gates only when he receives proceed hand signal from a railway servant in uniform. Authority to pass Semiautomatic / Manual Departure Stop signals at ON for wrong line trains.**
- (c) The Authority T/E 912 shall also include:-**
 - (i) The line on which the train or light engine is to run**
 - (ii) The kilometres between which the obstruction exists on the adjacent line.**
 - (iii) Any restriction of speed which may have been imposed; and**
 - (iv) An authorisation to pilot out the train starting towards wrong line after all the concerning points have been correctly set and locked.**
 - (v) Location of the Neutral section if any.**

14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch “ON” the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately.

- 15.(a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.**
- (b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force.**

- 16.(a) When approaching the next block station, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running and sound one long whistle. The Station Master after satisfying himself that all points have been correctly set and locked, shall arrange **to issue a written authority T/510 through a competent railway servant** in uniform; who shall then pilot the train from this signal and shall obey hand signals, if any, relayed from the station platform. The intervening signals authorised to be passed at ON, if any, shall be written on the Authority issued.
- (b) When approaching the next **block** station the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Home signal/Calling-On is not in working condition then the Station Master after ensuring that all the conditions for taking OFF such a Reception Stop Signal has been fulfilled; shall issue authority on Form No. T/369 (3b) and depute a competent railway servant in proper uniform who shall then pilot the train by duly showing PHS for receiving the train.

17. Resumption of normal working.

- (a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station and **all the gateman under his control** under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X Message No. _____ Last Train (Number and description) _____ which left from your station at __hrs__min arrived completely at my station at __hrs__min. Cancel the TSL working of trains and introduce Normal Double line working. Private Number (in figures) _____ (in words) _____.	To Station Master/Y
From Station Master/Y Message No. _____ Your message No. _____ is understood, that Train No. _____ which left my station at __hrs__min has arrived complete at your station at __hrs__min. TSL working is cancelled and Normal Double line working is introduced. Private Number (in figures) _____ (in words) _____.	To Station Master/X

- (b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was introduced and the time at which normal working was resumed.
- (c) The Loco Pilot of the first train entering the section where obstruction was removed and normal working is resumed shall not exceed 25 kmph subject to other speed restrictions and inform all Gatemen and Gangmen on the way about resumption of normal working. A caution order shall be issued by the Station master for the same.

18. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within seven days of the resumption of normal working.

Item No	SR No.	Existing Rule	Rule Amended/Added
12 of AS 18	9.06.1	If the Home signal is defective, the Station Master shall authorize the Loco Pilot by taking off Calling on signal or issuing 'T/369 (3) (b)' to pass the signal at 'on' in accordance with the provision of Rule 3.69 and Subsidiary rules there under.	Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be.
13 of AS 18	9.06.2	In case, the last Stop signal is defective or the direction of traffic cannot be established, the Automatic Block Working shall be suspended and the trains worked in accordance with the procedure laid down in Chapter XIV and the instructions given in paras 8.7, 8.8 & 8.9 of BWMS (TL) for single line. After ensuring that all the trains, which have entered the section, have arrived complete, the entire section between the two block stations shall be treated as one block section by the Station Masters under exchange of messages supported by Private numbers.	In case, when direction of traffic is established and all the mid-section Automatic Signals are in working condition but the Last Stop signal working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached irrespective of it's aspect. In case where means of communications are available but direction of traffic cannot be established resulting in all mid-section Automatic Signals and LSS defective, the procedure laid down under SR 9.12.2 (A) shall be followed.

Item No	SR No.	Existing Rule	Rule Amended/Added
14 of AS 18	9.06.3	<p>Before despatching a train into the block section, the Station Master shall obtain Line Clear from the Station Master at the other end by any one of the alternative means of communications in the order of priority indicated below:-</p> <ol style="list-style-type: none"> 1. Station to Station fixed telephones, wherever available 2. Fixed telephone such as Railway auto-phone and BSNL phone. 3. Control Telephone and 4. VHF set. 	Deleted
15 of AS 18	9.06.4.	<p>Station Master shall ensure the closure of the level crossings if any between the two block stations and then hand over to the Loco Pilot the 'Line Clear Ticket – T/C 1425 (Up) or T/D 1425 (Down) and the written authority in the prescribed form 'T/A.912' for passing all automatic Stop signals applicable to him at 'on' position.</p>	Deleted
16 of AS 18	9.06.5.	<p>The speed of the first train shall be restricted to 25 KMPH subject to the observance of any other speed restriction already in force. Subsequent train(s) may run at normal speed subject to observance of any other restriction already in force. Only one train shall be allowed to enter the block section, till such time, the last Stop signal or the establishment of direction of traffic is rectified and the Automatic Block working is restored.</p>	Deleted

Item No	SR No.	Existing Rule	Rule Amended/Added
17 of AS 18	5.3(b) of Appendix XIII	b) In emergency situation lock may be broken under advice to SCOR as well as S&T control	b) Where a spare S&T key locked with EKT and counter, duly sealed is kept with SM as safety measure, in case of emergencies like fire in Relay room, this key can be extracted by SM and Relay room can be opened to put out the fire. The reading of counter should be recorded in the concerned register. Where such spare is not provided, in emergency situation lock may be broken under advice to SCOR as well as S&T control

Item No 18 of AS 18: Replace the existing Appendix XV with the following

SNO	Description	Colour	Form No.
1	Signal & Telecommunication Disconnection/Reconnection Notice	Black	S&T (T/351)
2	Advance authority to pass defective signals	Blue	T/369(1)
3#	Authority to pass signals at 'on' or defective position	Blue	T/369(3b)
4	Caution Order	Green	T/409
5	'NIL' Caution Order	Green	T/A 409
6	Train Examination Advice Report	Black	T/431
7	Authority to proceed for material train (Return to originating station)	Blue	T/462
8	Authority to proceed for material train (Proceed to next station)	Blue	T/A 462
9	Authority to proceed for track machine (Return to originating station)	Blue	T/465
10	Authority to proceed for track machine (Proceed to next station)	Blue	T/A 465
11	Authority to receive a train on an obstructed line	Blue	T/509
12#	Authority to receive a train on to a non- signalled line	Blue	T/510
13	Authority to start from a non-signalled line	Blue	T/511
14	Authority to start from a line with common Starter signal	Blue	T/512
15	Authority to proceed for relief engine/train into an occupied block section	Red	T/A602
16#	Authority for opening communication during total interruption of communication on single line section	Red	T/B602
17	Authority for working of trains during total interruption of communication on double line section	Red	T/C 602
18#	Authority for temporary single line working on double line section	Red	T/D 602

SNO	Description	Colour	Form No.
19	Line Clear enquiry message asking Line Clear for despatch of trains during total failure of communication on single line section	Red	T/E 602
20	Conditional Line Clear reply message	Red	T/F 602
21	Conditional Line Clear ticket (Up)	Red	T/G 602
22	Conditional Line Clear ticket (Down)	Red	T/H 602
23	Message on restoration	Black	T/I 602
24	Block Ticket	Red	T/J 602
25	Written permission by Guard to Loco Pilot to proceed to next station from mid-section	Blue	T/609
26	Shunting order	Blue	T/806
27#	Authority For Working of Trains During Total Interruption Of Communication/Obstruction On Line In Automatic Block System.	Red	T/B 912
28	Authority to proceed for relief engine / train into an Automatic Block signalling section	Red	T/C 912
29#	Authority For Working Of Trains During Prolonged Signal Failure In Automatic Block System.	Red	T/D 912
30#	Authority For Temporary. Single Line Working on Double line Automatic Block System	Red	T/E 912
31	Train intact arrival register	Black	T/1410
32	Line Clear enquiry and reply message book in the event of failure /suspension/Non-provision of Block Instruments message (outward)	Black	T/A 1425
33	Line Clear enquiry and reply message book in the event of failure /suspension/Non-provision of Block Instruments message (inward).	Black	T/B 1425
34	UP Paper Line Clear Ticket	Blue	T/C 1425
35	Down Paper Line Clear Ticket	Blue	T/D 1425
36	Trolley/lorry/OHE ladder trolley notice	Black	T/1518
37	Authority for Trolley/Lorry/Motor Trolley to be used on token less sections in Absolute Block System and Automatic Block System territories	Blue	T/A 1525
38	Motor trolley permit (following)	Blue	T/1525
39	Authority to proceed for tower wagon and to return to starting station	Blue	T/1708
40	Authority to proceed for tower wagon to proceed to station in advance.	Blue	T/A 1708

format of the forms provided in the Appendix are as below

दक्षिण मध्य रेल्वे / South Central Railway

Form No. T/ 369(3b)

Serial No. _____

**AUTHORITY TO PASS SIGNAL/S AT 'ON' OR DEFECTIVE POSITION
(Loco Pilot / Station Master's Record)**

Station _____

Time: _____ hours _____ min

Date _____

To

The Loco Pilot / Motorman / Operator of Train / Unit / TM / TC _____ UP / DOWN.

You are authorized to pass the following signal/s at ON with a speed **not exceeding 15 kmph** while passing over points. Observe hand signals given by a railway servant in uniform at the foot of the signal/s, if it protects points.

Signal No	Description	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number

*The train will be admitted on line No. (in figures), _____ and (words) _____
(in case of defective reception signal)

*Your train will start from line No. (in figures), _____ and (words) _____
(in case of defective dispatch signal)

*In Automatic Block System of working, while passing Advanced Starter / LSS at ON, you shall restrict the speed to **10 kmph** up to next Automatic Stop signal, irrespective of its aspect.

*SM to strike out whichever is not applicable

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of LP / Motorman / Operator

Date: _____

Time: _____ hrs _____ min

दक्षिण मध्य रेल्वे/South Central Railway

Form No. T/ 510
Serial No. _____

**AUTHORITY TO RECEIVE A TRAIN ON A NON-SIGNALLED LINE
(Loco Pilot / Station Master's Record)**

Station _____
Date _____

Time: _____ hours _____ mins

To

The Loco Pilot / Motorman of Train / Engine / Unit No. _____ UP / DOWN.

1. Your train is being admitted on line No. (in words), _____ and (figures) _____
2. *You are hereby authorized to start your train from _____ of Up/Down line of this station cautiously at a speed not exceeding 15 kmph, on being piloted by the bearer of this authority. All the points on the path are correctly set, clamped and locked.
or
*You are hereby authorized to start your train from _____ of Up/Down line of this station cautiously at speed not exceeding 15 kmph on being piloted by the bearer of this authority and be prepared to stop short of the Shunt signal _____, and proceed further on observing 'Off' aspect of the Shunt signal.
3. *Closure of LC gate(s) No(s) _____ is/are ensured by exchange of PN with the Gateman (men).
4. *You are authorised to pass Signal No. _____ (in no and words) at ON.
5. *You are being received on obstructed line. You shall bring the train to a stand at the facing points leading to the line and move forward upon exhibition of proceed hand signals and stop at a distance of not less than 45 metres from the point of obstruction.

**SM to strike out whichever is not applicable*

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of LP / Motorman
Date: _____
Time: _____ hrs _____ min

Time: _____ hrs _____ min

**AUTHORITY FOR TEMPORARY SINGLE LINE WORKING
ON DOUBLE LINE IN ABSOLUTE BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____

Time: _____ hours _____ min

Date _____

To _____

The Loco Pilot / Motorman / Operator of Train / Unit / TM / TC _____ Up / Down.

The obstruction exists at _____ Km of _____ line.

For WRONG line train**Authority To Proceed**

1. Line clear has been received from _____ station under Private No. (in words) _____ (figures) _____.
2. You are authorized to work your Train / Unit / TM / TC from line number _____ of this station, up to the Last Stop Signal pertaining to wrong line of _____ station at _____ Km and thereafter be guided by the Station Master of that station.
3. You are authorized to pass the following station departure signals at ON. You shall ensure Proceed Hand Signal being given by a railway servant in uniform for departure signals protecting points and for signals which are interlocked with LC gate.

Signal No	Description	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number

4. The train shall be piloted out of the station after all the concerning points have been correctly set and locked and hand signals exchanged.

Caution order

1. *Your Train is the **First** Train. Speed shall be restricted to **25 kmph** subject to observance of other speed restriction in force. You shall switch "ON" the flasher light of the train engine and inform all Gatemen and Gangmen about the introduction of Temporary Single Line Working.

(or)

*Your Train is not the First Train. You are permitted to work at **Sectional speed**, subject to other speed restrictions in force.

(*SM to strike out whichever is not applicable)

2. Following are the additional Caution Orders in force in Block Section of wrong line.

S.No	Station		Kilometer		Speed (kmph)	Cause/Remarks
	From	To	From	To		
1.						
2.						

3. You are expressly warned to observe every caution while approaching level crossing gate/s situated in the block section at _____ (LC nos with Km) and shall pass only after ensuring the gates are closed, and only on receiving Proceed Hand Signal from a railway servant in uniform.
4. You are expressly warned to observe neutral section at _____ km on the wrong line.
5. You shall bring your train to a stop before the LSS of _____ station on wrong line.

For RIGHT line train

1. *Your Train is the **First** Train. Speed shall be restricted to **25 kmph** subject to observance of other speed restrictions in force.

(or)

*Your Train is not the First Train. You are permitted to work at **Sectional speed**, subject to other speed restriction in force.

(*SM to strike out whichever is not applicable)

2. You shall work your train starting from line number _____ of this station guided by signal aspects.
3. You shall **stop** when a gate signal is at ON and shall pass only after observing all rules under GR 3.73.
4. Where IBS is provided and is at ON, you shall follow all rules under GR 3.75.

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of TMR

Sign of LP / Motorman / Operator

Date: _____

Date: _____

Time: _____ hrs _____ min

Time: _____ hrs _____ min

दक्षिण मध्य रेल्वे / South Central Railway

Form No. T/ B 912

Serial No. _____

**AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF
COMMUNICATION ON DOUBLE LINE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____

Time: _____ hours ____ min

Date _____

To

The Loco Pilot / Motorman / Operator of Train / Unit / TM / TC _____ Up / Down.

Authority To Proceed WITHOUT LINE CLEAR

You are hereby authorized to proceed cautiously **without line clear** from _____ station to _____ station on _____ (Up/Down) Line as signals and communications have failed. You are expressly warned that the block section might be occupied.

You are authorised to work your Train / Unit / TM / TC from line number _____ of this station and shall bring to stand outside the Home Signal of _____ station and thereafter be guided by the instructions from the Station Master of that station.

Authority To Pass Station Departure Signals at 'ON' Position

You are authorized to pass the following station departure signals at ON. You shall ensure Proceed Hand Signal being given by a railway servant in uniform for departure signals protecting points and for signals which are interlocked with LC gate.

Signal No	Description	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number

Caution Order

- Speed shall be restricted to **15 kmph** when the view is clear and **10 kmph** when view ahead is impaired subject to other speed restrictions. Whistle freely.
- A **sharp look out** must be kept at all times and Loco Pilot must be prepared to stop clear and short of any obstruction which may exist or crop up on the line.
- You shall **stop** when an automatic signal is at ON and shall pass only after observing all rules under GR 9.02 and gate rules GR 9.15.
- You are expressly warned to observe every caution while approaching level crossing gate/s situated in the block section at _____ (LC nos with Km) and shall pass only after ensuring the gates are closed.
- Both by day and by night, tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point; the train should be piloted by a railway employee equipped with lighted hand signals and detonators.

Note - This form should be handed over to the Station Master of the station at the end of the authorized journey for record.

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of TMR

Date: _____

Time: ____ hrs ____ min

Sign of LP / Motorman / Operator

Date: _____

Time: ____ hrs ____ min

दक्षिण मध्य रेल्वे / South Central Railway

Form No. T/ D 912

Serial No. _____

**AUTHORITY FOR WORKING OF TRAINS
DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____

Time: _____ hours ____ mins

Date _____

To _____

The Loco Pilot / Motorman / Operator of Train / Unit / TM / TC _____ Up / Down.

Authority To Proceed

1. Line clear has been received from _____ station under Private No. (in words) _____ (figures) _____.
2. You are authorized to work your Train / Unit / TM / TC from line number _____ of this station up to the Home Signal of _____ station and thereafter be guided by its aspect or the instructions from the Station Master of that station.

Authority To Pass Signals at 'ON' Position

You are authorised to pass the following station departure signals and mid-section automatic signals at ON. You shall ensure Proceed Hand Signal being given by a railway servant in uniform for departure signals protecting points and for signals which are interlocked with LC gate.

Signal no										
Points set										
LC gate										

Caution Order

1. *Your train is the **First train** to pass over the _____ line between _____ station and _____ station during prolonged failure of Automatic signaling. Speed shall be restricted to **25 kmph** when the view is clear and **10 kmph** when view ahead is impaired subject to other speed restrictions.
(or)
*Your train is NOT the First train and is authorized to pass over the _____ line between _____ station and _____ station with the **Sectional speed** subject to other speed restrictions.
(*SM to strike out whichever is not applicable)
2. The speed over facing points is restricted to **15 kmph**.
3. You are expressly warned to observe every caution while approaching level crossing gate/s situated in the block section at _____ (LC nos with Km) and shall pass only after ensuring the gates are closed.

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of TMR

Date: _____

Time: ____ hrs ____ min

Sign of LP / Motorman / Operator

Date: _____

Time: ____ hrs ____ min

**AUTHORITY FOR TEMPORARY SINGLE LINE WORKING
ON DOUBLE LINE IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot / Train Manager / Station Master's Record)**

Station _____

Time: _____ hours _____ min

Date _____

To _____

The Loco Pilot / Motorman / Operator of Train / Unit / TM / TC _____ Up / Down.

The obstruction exists at _____ Km of _____ line.

For WRONG line train**Authority To Proceed**

- Line clear has been received from _____ station under Private No. (in words) _____ (figures) _____.
- You are authorized to work your Train / Unit / TM / TC from line number _____ of this station, up to the Last Stop Signal pertaining to wrong line of _____ station at _____ Km and thereafter be guided by the Station Master of that station.
- You are authorized to pass the following station departure signals at ON. You shall ensure Proceed Hand Signal being given by a railway servant in uniform for departure signals protecting points and for signals which are interlocked with LC gate.

Signal No	Description	Point Numbers Set, Clamped and Padlocked	Observe closure of Interlocked LC Gates number

- The train shall be piloted out of the station after all the concerning points have been correctly set and locked and hand signals exchanged.

Caution order

- *Your Train is the **First** Train. Speed shall be restricted to **25 kmph** subject to observance of other speed restriction in force. You shall switch "ON" the flasher light of the train engine and inform all Gatemen and Gangmen about the introduction of Temporary Single Line Working.

(or)

*Your Train is not the First Train. You are permitted to work at **Sectional speed**, subject to other speed restrictions in force.

(*SM to strike out whichever is not applicable)

- Following are the additional Caution Orders in force in Block Section of wrong line.

S.No	Station		Kilometer		Speed (kmph)	Cause/Remarks
	From	To	From	To		
1.						
2.						

- You are expressly warned to observe every caution while approaching level crossing gate/s situated in the block section at _____ (LC nos with Km) and shall pass only after ensuring the gates are closed, and only on receiving Proceed Hand Signal from a railway servant in uniform.
- You are expressly warned to observe neutral section at _____ km on the wrong line.
- You shall bring your train to a stop before the LSS of _____ station on wrong line.

For RIGHT line train

- *Your Train is the **First** Train. Speed shall be restricted to **25 kmph** subject to observance of other speed restrictions in force. Line clear has been received from _____ station under Private No. (in words) _____ (figures) _____.

(or)

*Your Train is not the First Train. You are permitted to work at **Sectional speed**, subject to other speed restriction in force.

(*SM to strike out whichever is not applicable)

- You shall work your trains starting from line number _____ of this station guided by signal aspects. You shall **stop** when an automatic signal is at ON and shall pass only after observing all rules under GR 9.02, 9.14 and gate rules GR 9.15.

Signature and Stamp of Station Master

I have understood the contents of this authority

Sign of TMR

Sign of LP / Motorman / Operator

Date: _____

Date: _____

Time: _____ hrs _____ min

Time: _____ hrs _____ min

The above 18 amendment items (AS 18) shall be brought into force

Principal Chief Operations Manager

Copy to: General Managers, PCOMs & PCSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR, SCoR& Metro Rly/Kolkatta;
Secretary to GM for kind information to GM;
AGM, SDGM, DGM/G, CPRO;
PED/Safety (A&R); CRS/SCC/SC;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM,
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, CEE/O & PIng;
PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISSET/LGD;
PCSO, PCSC, PCPO, PFA, Principal Director/Audit, MRA;
Sr.DOMs & DOMs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DSOs/DSOs/SC, BZA, GTL, GNT, HYB & NED;
Sr.DEN (Co-ord)s/Sr.DENs/DENs/SC, BZA, GTL, GNT, HYB & NED;
Sr.DME/DMEs/DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED;
Sr. DSTE/DSTEs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DEE/Tr.D/ SC, BZA, GTL & GNT;
Sr.DEE/TRSO/ SC, BZA, GTL & GNT;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Rajbhasha Adhikari for translation into Hindi.

* * *