

AMENDMENTS TO G&SR

FROM 1 TO 8

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
Date: 29.07.2009.

No.T.157/G&SR/AS-1/New G&SR 2008

DRMs/SC, BZA, GTL, HYB, GNT & NED

AMENDMENT SLIP No.1 - to New G & SR 2008

Item No.1

GR 2.01 is amended as follows:-

GR 2.01. Supply of copies of rules :- The Railway Administration shall supply:

- (a) a copy of these Rules
 - (i) to each station,
 - (ii) to each locomotive running shed and
 - (iii) to such other offices as it may prescribe.
- (b) to each railway servant on whom any definite responsibility is placed by the said rules, a copy of the rules, or of such portions thereof as relate to his duties and
- © to any railway servant a copy of these rules or translation of the said rules or of such portions, thereof as relate to his duties as may be prescribed by special instructions.

Item No.2

GR 2.02 is amended as follows:-

GR 2.02 UPKEEP OF THE COPY OF RULES:-

Each railway servant, who has been supplied with a copy of these rules, as prescribed under rule 2.01 shall:-

- (a) keep it posted with all corrections.
- (b) produce the same on demand by any of his superiors.
- (c) obtain a new copy from his superior in case his copy is lost or defaced and
- (d) ensure that the staff working under him are supplied with all corrections and that they also comply with the provisions of this rule.

Item No.3

The following to be added as item No.24 of Para (IV) (1.2) of Gate working instructions (Appendix II)

(24) Small size chains with padlocks (for locking gate booms / gate leaves)	2
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Item No.4

Para 1.6 of (IV) of Appendix II of G&SR is amended as follows:-

1.6. The normal position of all non-interlocked gates will be closed to road traffic. On exceptional circumstances, B & C class level crossing gates where road traffic is heavy may be kept open for road traffic with the prior approval of PCE / CE (Co-ordination) and COM provided the following conditions are satisfied:

- (i) The level crossing should not be on a suburban section.
- (ii) The level crossing should be equipped with co-acting lifting barriers.
- (iii) The section concerned should not have automatic block signalling.
- (iv) The level crossing should be provided with a telephonic connection with the Station Master and should have a system of obtaining private number from gateman in token of having closed the gate.
- (v) The railway track at the level crossing should be straight on either side to afford a clear view of an approaching train.
- (vi) As long as the gate is kept open for road traffic a red flag by day time and a red light during night should be displayed towards the approaching train on either side of the level crossings.
- (vii) The level crossing shall be provided with Whistle Board on either side at an adequate distance to enjoin the Loco Pilot of approaching train to give audible warning of the approach of train to the road users.
- (viii) Adequate numbers of Gatemen are provided. All such proposals should be personally decided by the DRM and with details submitted for approval of PCE / CE (Co-ordination) and COM.

Review of such level crossings should be taken every two years and attempts should be made to provide necessary facilities and upgrade them to 'A' class at the earliest.

The above amendments were already incorporated in New G&SR 2008.

AMENDMENT SLIP No.2 - to New G & SR 2008

Item No: 1

SR 3.66 is renumbered as SR 3.66.1 and the SR 3.66.2 is added as follows:-

SR 3.66.2 Use of fusees can be dispensed with, in case of Guards, Loco Pilots, Gatemen and Patrolmen provided with LED based flashing Hand signal / rechargeable flashing Hand Signal Lamps.

3.66.2.1 The Staff provided with cell operated flashing Hand Signal Lamps should carry one set of spare cells.

3.66.2.2 Recharging facility shall be provided at suitable places at stations / cabins / gate lodges for charging rechargeable flashing Hand signal lamps.

Item No.2

SR 15.22.1.1, SR 15.22.1.2 and SR 15.22.1.3 are amended as under:-

S.R. 15.22.1.1 Staff permitted to use push trollies and lorries:-

Subject to their being certified competent by the authorized officer, all Officers and Inspectors of the Engineering, **Traction Distribution** and S & T departments and such other Officers and staff of the Operating and Commercial departments as may be required. Section Mates and Head Trolley man of the Engineering department and Signal and Block maintainers of the S&T department, as may be authorized, may be permitted to use push trollies and lorries.

1.2. Cycle trollies and moped trollies:- All Officers and Inspectors of the Engineering, **Traction Distribution** and S&T departments, such staff of the Engineering, **Traction Distribution** and S&T departments as are specifically authorised by the DRM and such staff of the Operating department as are authorised by the CSO.

1.3. In respect of Officers on the division, the DRM is the authorised officer to issue the certificate of competency. The DEN, **the DEE/Tr.D**, the DSTE and the DOM are the authorised officers in respect of staff working under them.

Item No.3

SR 15.22.3.1 is amended as follows:-

SR 15.22.3.1. Trollies – Normally persons who are not railway servants shall not be conveyed on trollies. A railway official qualified to be in-charge of a trolley may, however, convey on his trolley, if it will not interfere with his duties and responsibilities. Magistrates and Police Officials (not below the rank of Sub-Inspector) proceeding to the site of a serious accident in the performance of their official duties and other Government officials in general (Civil, P&T, Military, Medical etc.) when their journey concerns with the working of the railway or a person requiring medical aid. Railway contractors and their agents proceeding in connection with their work may also be conveyed by trollies. In such cases the prior permission of the DEN, or **the DEE/Tr.D**, or the DOM or the DSTE shall be obtained by phone. However, in emergency, such permission may be obtained from the AEN, ASTE who shall, at once, advise the DEN regarding the grant of such permission. Prior to being conveyed, the person(s) concerned shall execute an indemnity bond in the prescribed form.

Note:- In cases of emergency or when such a journey does not interfere with his duties and responsibilities, the railway official in-charge of a trolley may convey railway employees on his trolley when employees are travelling on duty.

Item No.4

SR 15.25.1 is amended as follows:-

S.R.15.25.1.Railway Officials permitted to use motor trollies:-

No official can place a motor trolley on line, unless he holds a competency certificate. Officers of Engineering, **Traction Distribution** S&T, Operating, and

Commercial departments and such Inspectors of these departments as may be authorized and motor trolley Drivers are permitted to operate motor trollies, subject to their being certified competent by the authorised officer as mentioned below:-

Category of Staff	Officer authorized to issue competency certificate
Group 'C' staff of the division	DSO
Officers of the division	DRM
Officers in headquarters of the railway (other than deputy/ heads of department and above)	CSO

This is issued with the approval of the Competent Authority

for Chief Operations Manager

Copy to:- COM, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P, CSTE/C, CSO

CRS/SCC/SC.

Sr.DOM/DOMs/ SC, BZA, GTL, GNT, HYB & NED
 Sr.DSO/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

Director, IRISSET, LGD

Principal: ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG

Instructor in-charge : ATC/KCG, DTTC/BZA & GTL,
 DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
Date: 16.10.2009.

No.T.157/G&SR/AS-3

DRMs/SC, BZA, GTL, GNT, HYB & NED

AMENDMENT SLIP No.3 to G & SR

Item No.1

Add this as Appendix XVII

APPENDIX XVII

SIDINGS

Working of trains into and out of Sidings

With economic and industrial progress, major rail users found it more convenient to have railway sidings in their factory premises so as to have door to door service and avoid double handling from factory / production centres to Railway goods sheds and vice-versa. Railway sidings have, therefore, assumed greater importance from Railways freight operations point of view.

Sidings are classified into following categories:-

- (i) Public sidings
- (ii) Assisted sidings
- (iii) Private sidings
- (iv) Departmental (Railway) sidings
- (v) Military Sidings

(i) Public sidings:

These are owned and operated by the Railways and are available to rail users just like goods-shed lines.

(ii) Assisted sidings:

These are for the use of the owners of these sidings. The construction cost is jointly borne by the Railways and siding owners.

(iii) Private sidings:

These are for use of the owners of the sidings. The entire cost of construction is borne by the siding owners.

(iv) Departmental Sidings:

These are Railway sidings and used by the different departments of Railways.

(v) Military Sidings

These are owned and entirely used by the Military authorities.

These sidings are served through block stations and they are called Serving Stations. A take off line, from the running line or yard line of Serving Station, lead to the premises of the siding authorities. The loading / unloading arrangements required according to the commodity are arranged by siding authorities. The Diesel / Electrical engine from the serving block station may place / remove the inward / outward rake directly into / from the siding.

According to the density of traffic to the sidings, the diesel / electrical engines move the rakes as per the following systems:-

(A) One Pilot Only System

(B) Multiple Pilot System

Sr.DOM is authorized to prescribe either One Pilot Only System or Multiple Pilot System of working on the basis of the traffic to be dealt within the sidings duly providing required communication. It shall be followed between serving station and siding. Accordingly the instructions, pertaining to the prescribed system, shall be incorporated in the Station Working Rules of the serving station.

Common Instructions for both the systems

- Station Master of serving station advises the Siding Authorities regarding placement or clearance of rakes.
- Station Master must maintain "Pilot Movement Register" at station and record the details of all pilot movements to and from siding in it.
- Guard of the train or in his absence any operating staff deputed for this purpose by the Station Master is in-charge of the Pilot.
- The Person in-charge of the Pilot is responsible for the safe working of the Pilot and for the correct setting and securing of all points concerned to the line using cotter & bolt / clamp and padlock while entering / leaving the siding and during shunting operations.
- The Person in-charge of the Pilot has to ensure that the Pilot train is standing within the fouling marks and adequately secured before detaching the engine.
- The Person in-charge of the Pilot is responsible for ensuring tightening the wagon couplings, securing the wagon doors, connecting the hosepipes and ensuring that the vacuum / air pressure is maintained upto the last vehicle.
- The Person in-charge of the Pilot shall be responsible to ensure that no vehicle is left over on the line between the station yard and the siding yard.

- The Pilots can be worked during day and night and engine must always lead while working the Pilot train to and from the siding.
- Where there is no facility for working the Pilot trains with engine leading, Sr.DOM is authorized to permit engine pushing in sidings duly prescribing the required precautions as follows:-
 - (a) The Pilot in charge shall travel in the leading vehicle i.e. brake van of Pilot train. If it is without brake van, he shall walk by the side of the track in rear of the last vehicle of the train.
 - (b) He shall keep a sharp lookout while passing through unmanned level crossings, bridges and cuttings.
 - (c) He shall continuously exhibit proceed hand signal to the Loco Pilot.
 - (d) The absence of proceed hand signal may be due to an obstruction and the Loco Pilot shall stop the train at once.
 - (e) The Pilot in charge shall continuously warn the people on the way to make them aware about the pushing of train and to stand clear of the track.
 - (f) The Loco Pilot shall continuously whistle and keep a sharp look out, and be prepared to stop the train short of any obstruction.
 - (g) The maximum speed shall not exceed 10 KMPH.

(A) ONE PILOT ONLY SYSTEM:

Procedure for dispatch of Pilots from Serving Station

- Before dispatching a Pilot into the siding, the Station Master ensures clearance of the section between the station and siding by referring to the Pilot Movement Register.
- The Station Master shall advise the in-charge of the Pilot and the Loco Pilot about the work to be done in the siding through a written memo. He shall hand over the load slip, last vehicle number and caution order stipulating the restrictions if any, to observe both ways on the siding line.
- The Station Master thereafter shall set the route for the dispatch of the Pilot, clear shunt signal where provided and also hand over a written authority to the Loco Pilot in the format given below and obtain acknowledgement.

AUTHORITY FOR THE PILOT TO PROCEED TO THE SIDING AND RETURN TO THE STATION (ONE PILOT ONLY SYSTEM)

To
 The Loco Pilot of
 Engine No.....
 Last Vehicle No.....

Date:
 Time:

You are hereby authorized to start the Pilot from Station and proceed to siding. On completion of the work, you are authorized to return to

the station and stop at the earmarked place for admission.

Private Number (in figures)(in words)

Signature of the Station Master on duty
Stamp:

- The Loco Pilot shall proceed to the siding duly observing the caution orders en-route and stop short of the top points / stop board / earmarked place at the siding yard.
- On arrival of the Pilot inside the siding, the in-charge of the Pilot must ensure that the Pilot train has arrived complete into the siding and the line between the station and the siding is clear and free from any obstruction.
- All shunting operations inside the siding shall be carried out under the supervision of the Pilot in-charge, on clear hand signals and after ensuring that points are correctly set and secured with cotter bolt / clamp and padlock in the facing direction.
- On completion of work and while returning from the siding, the Loco Pilot must observe the speed restrictions notified. He shall stop short of shunt signals / the top points / stop board / earmarked place on the siding line and give a long whistle to attract the attention of the station staff.
- The Station Master, if he is in a position to admit the pilot, shall set the route to the selected reception line and receive the pilot into the station yard by taking off shunt signals or by pilot-in memo.
- On complete arrival of the Pilot train inside the fouling mark and after verifying the Last Vehicle number, the Pilot in-charge shall make an endorsement in the Pilot Movement Register that the Pilot has arrived complete, and that the line between siding and serving station is clear and free from obstruction and sign in full with time and date.
- Before signing off duty, the Station Master shall record a declaration in the “Pilot Movement Register” and “Station Diary” in RED ink regarding the clearance of the section between siding and the serving station or the presence of Pilot if any, between the station and the siding with all particulars including the name of the Pilot in-charge.
- This declaration shall be signed in full by the Station Master, signing off duty, with date and time, below which, the Station Master taking over shall sign in acknowledgement.

(B) Multiple Pilot System

(1) Procedure for dispatch of Pilots from Serving Station to siding

Before dispatching a Pilot Train into the siding, the Station Master on duty shall ensure clearance of the section between the station and the siding by referring to the Pilot Movement Register.

The Station Master shall advise the In-charge of the Pilot and the Loco Pilot about the work to be done in the siding through a written memo. He shall hand over the load slip with all wagon particulars and last vehicle number, and caution order stipulating the restrictions if any, to be observed both ways on the siding line.

The Station Master thereafter shall set the route for the dispatch of the Pilot and also hand over a written authority to the Loco Pilot in the format given below and obtain acknowledgement.

AUTHORITY FOR THE PILOT TO PROCEED TO THE SIDING

To Date:
The Loco Pilot of Time:
Engine No.....
Last Vehicle No.....

You are hereby authorized to start the Pilot from Station and proceed to siding. *The last Pilot that left this station has arrived into the siding athrs / The last Pilot that leftsiding has arrived into this station atHrs.

Private Number (in figures)(in words)

You shall not leave the siding on completion of work unless authorized by the in-charge of the Pilot in writing.

Signature of the Station Master on duty

(*strike out whichever is not applicable) Stamp:

The Loco Pilot shall proceed to the siding duly observing the prescribed speed restrictions if any.

The Pilot shall stop short of the top points / stop board / earmarked place at the siding yard.

(2) On arrival at siding

On arrival of the Pilot inside the siding, the Pilot in-charge shall assure the Station Master duly supported by a Private Number that the pilot has arrived complete into the

siding and that the line between the station and the siding is clear and free from any obstruction through the following authorized means of communication between Siding and Serving Station in the order of priority given below:-

- (i) Station to Siding Fixed telephone
- (ii) Fixed telephone such as Railway auto phone and BSNL phone
- (iii) VHF set
- (iv) CUG phone

The Station Master shall record the time of arrival of the Pilot into the siding and the Private Number received from the Pilot in-charge in the Pilot Movement Register.

All shunting operations inside the siding are carried out under the supervision of the Pilot in-charge, on clear hand signals and after ensuring that points are correctly set and secured with cotter bolt / clamp and padlock in the facing direction.

(3) Despatch of second and subsequent Pilots into the siding

The above procedure to be adopted for working a second and subsequent Pilots if any, after ensuring from the Pilot Movement Register that the line between the station and the siding over which the Pilot has to move is free and clear of obstruction.

Before sending a subsequent Pilot, the SM shall advise the in-charge of the Pilot/s, on communication available with him, that is already present in the siding the details of the other Pilot being sent. The in-charge of the Pilot/s after ensuring that his Pilot is standing within the fouling marks and it is safe for the other Pilot to enter the yard shall advise the Station Master to send the subsequent Pilot.

On arrival of the Pilot inside the siding, Pilot in-charge shall assure the clearance of section by Private Number.

(4) Procedure for working a Pilot from siding to serving station

On completion of the work in the siding yard, the Pilot in-charge shall advise Station Master the load particulars and the LV number of Pilot train to return to the station and seek his permission to start the Pilot train.

The Station Master shall give his permission supported by a Private Number, only after ensuring that the line between the siding and the station is free of any other Pilot moving to or from the siding from Pilot Movement Register. The Station Master shall record these particulars in the Pilot Movement Register.

On receiving the Station Master's permission, the Pilot in-charge will ensure correct setting and locking of points for the dispatch of the Pilot from the siding and shall handover a written authority to the Loco Pilot in the format given below:

AUTHORITY FOR THE PILOT TO PROCEED TO THE STATION

To
The Loco Pilot of
Engine No.....
Last Vehicle No.....

Date:
Time:

You are hereby authorized to start the Pilot from Siding and proceed toserving station.

Private Number (in figures)(in words)

Signature of the Pilot in-charge

On receipt of this authority, the Loco Pilot shall proceed back to Station duly observing the speed restrictions notified. On reaching the Station, Loco Pilot shall stop short of the top points / stop board / earmarked place on the siding line and give a long whistle to attract the attention of the station staff.

The Station Master if he is in a position to admit the pilot shall set the route to the selected reception line and receive the pilot into the station yard by taking off shunt signal or by pilot in memo.

On complete arrival of the Pilot insides the fouling mark and after verifying the Last Vehicle number, the Pilot in-charge shall endorse in the Pilot Movement Register that the pilot has arrived complete and that no vehicle is left on the line between Station and Siding and sign in full with time and date.

(5) Failure of communication

In the event of failure of means of communication with the siding, the Station Master must not send another Pilot onto the line leading to the siding if a pilot is already occupying the siding line.

Similarly, during the period when there is no means of communication, the in-charge of a Pilot must not allow his Pilot to move out of the siding till such time he is authorized to do so by Station Master in writing.

During the period of failure of means of communication, if the siding line is free of all Pilots, the SM has to adopt "One Pilot Only System" till such time any one of the means of the communication is restored.

The SM must make all entries pertaining to the Pilots dealt under "One Pilot only System" in RED ink in the Pilot Movement Register.

(6) Handing Over

Before signing off duty, the SM must record a declaration in the “Pilot Movement Register” and the “Station Diary” in RED ink regarding the clearance of the section between siding and the serving station or the presence of Pilot if any, between the station and the siding with all particulars including the name of the Pilot in-charge.

This declaration must be signed in full by the Station Master, signing off duty, with date and time, below which, the Station Master taking over shall sign in acknowledgement.

(C) Working of trains into sidings having operating in-charge/s

At the sidings provided with operating in-charge/s, the authorized means of communication, Pilot Movement register and PN exchange shall be maintained at an earmarked place. The operating incharge is responsible for granting and taking permission under exchange of private numbers for dispatching Pilots to and fro into siding duly ensuring clearance of section between Serving Station and Siding. And also responsible for ensuring that the Pilots already in the siding are standing within the fouling marks and it is safe for the other Pilot to enter the yard.

Other guidelines

(i) Unmanned Level Crossings

The Pilot must stop short of unmanned level crossing on way to / fro the siding. The Pilot should move across the level crossing only after ensuring that the gate is clear of road traffic.

(ii) Manned Level Crossings

The rules in force must be followed.

(iii) Engines owned by the Siding Authorities

Engines privately owned by the siding authorities normally perform shunting in their yard. At such sidings, the Pilot in-charge should obtain a written memo from the siding authorities in the following manner:

“Railway Traffic Engine / Pilot is permitted to enter Siding. All shunting operations by the siding engine/s is suspended”

Once this written authority is given to the pilot-in-charge, the siding authorities shall be responsible to ensure that all shunting by the factory-owned engines is kept suspended till the departure of the pilot from their siding yard.

The Pilot in-charge shall keep the written authority in his custody till the completion of shunting and shall handover this authority back to the siding authorities only while leaving the siding.

(iv) Shunting

In case at siding, where Multiple Pilot System is in force, it is required to perform shunting beyond the top points / stop board / earmarked place at the siding yard, Pilot in-charge shall take permission from Station Master supported by Private Number. On completion of shunting, Pilot in-charge shall inform the Station Master about the clearance of the section supported by Private Number. Station Master shall not give this permission if any train/pilot has left the Station to siding.

Item No.2

Add this as SR 4.19.2.1.

SR 4.19.2.1. Assistant Loco Pilot shall be in possession of the following personal equipment, while working a train:-

- (1) Tri-colour Hand Signal Lamp – 1 No.
- (2) Hand Signal Flags -- Green - 1 No.
Red - 2 Nos.
- (3) Working Time Table
- (4) Rough Journal Book

for Chief Operations Manager

Copy to:- COM, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P, CSTE/C, CSO

CRS/SCC/SC.

Sr.DOM/DOMs/ SC, BZA, GTL, GNT, HYB & NED
Sr.DSO/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
Director, IRISSET, LGD
Principal: ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructor in-charge : ATC/KCG, DTTC/BZA & GTL,
DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

SOUTH CENTRAL RAILWAY

Headquarters Office,
Transportation Branch,
Rules section,
Secunderabad.

No.T.157/G&SR/AS No.4

Date: 11.01.2010

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub: Amendment slip No.4 to G&SR 2008.

Ref: Railway Board letter No.2001/Safety(A&R)/19/2 dated 14.12.2009.

* * *

Railway Board have issued Amendments to GR Nos.3.65, 3.66, 3.67(fusee), 3.78(detonators) and 4.16(flashing amber light) through Gazette notification dated 27.11.09.

The salient features of these amendments are:

- Fusees are completely deleted. A red flashing hand signal lamp is prescribed in its place.
- Stopping of train when detonator is exploded is replaced with reducing the speed of train and exercising caution by Loco Pilot.
- Displaying flashing amber light to exhibit obstruction on track is withdrawn. Displaying Red tail lamp or Flashing red light is sufficient.
- In addition to the above, S.R.4.31.5 is amended that at engine changing stations GDR check is not necessary.

AMENDMENT SLIP No.4 to G&SR 2008

Item No.1

G.R.3.65. is amended as follows.

G. Signals to warn incoming train of danger ahead.

G.R.3.65. The signals to be used to warn the incoming train of an obstruction shall be a red flashing hand signal lamp at night or a red flag during day.

S.R.3.65. is amended as follows.

A red flashing hand signal lamp at night or a red flag during day shall be exhibited to warn the incoming train of an obstruction.

Item No.2

G.R. 3.66. is amended as follows.

G.R.3.66. Use of warning signals.-

When it becomes necessary to protect an obstruction in a block section, a signal may be used, as prescribed by special instructions under rule 3.65, while the railway servant

proceeds to place detonators.

S.R.3.66.1. Deleted.

S.R.3.66.2. (Issued vide item No.1 of Amendment slip No.2 to G&SR 2008) Deleted.

Item No.3

G.R.3.67. is amended as follows.

G.R.3.67. Knowledge and possession of warning signals.-

(1)(a) All concerned railway servants on whom this duty is laid by the Railway Administration shall keep a stock of such signal as may be prescribed by special instructions under rule 3.65;

(b) The Railway Administration shall be responsible for the supply, renewal and safe custody of such signals as may be prescribed by special instructions under rule 3.65 and for ensuring that their use is properly understood;

(c) The Railway Administration shall supply every Guard, Loco Pilot, Patrolman and Gateman working on the Double or Multiple line, Ghat, Suburban or Automatic Block Territories with such signal as may be prescribed by special instructions under rule 3.65;

(2) Every railway servant concerned with the use of signals as prescribed by special instructions under rule 3.65, shall have a correct knowledge of their use and keep them ready for immediate use.

(3) Every railway servant shall see that the railway servants in his charge concerned with the use of warning signals as prescribed by special instructions under rule 3.65, have a correct knowledge of their use.

S.R.3.67.1, 3.67.2, 3.67.3, 3.67.4, 3.67.5, 3.67.6, 3.67.7. – Deleted.

Item No.4

G.R.3.78. is amended as follows.

G.R.3.78. Duties of engine crew in respect of signals.-

G.R.3.78. (1) (a) – the Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not;

(b) – The Loco Pilot, shall not, however, trust entirely to signal, but always be vigilant and cautious.

(2) (a) – The Loco Pilot shall whistle intermittently when his engine explodes detonator(s) and take every possible caution including reduction of speed as necessary, so as to have the train well under his control and be able to stop short of any obstruction on the line;

(b)– In thick, foggy or tempestuous weather impairing visibility and his engine explodes two detonators within a distance of 10 metres apart, the Loco Pilot will control his train immediately and will follow the aspect of the fixed signal ahead within a distance of 270 metres.

(c) – When Loco Pilot explodes three detonators within a distance of 40 metres, he should control his train and move cautiously to stop short of any obstruction and be guided by the signal that he may receive and / or if no hand signal or other hand signals are at once visible to him he will follow the procedure as given in Para (d) and (e)

(d)– After proceeding 1.5 kilometres from the place where his engine exploded detonator(s), if his engine does not explode any more

detonator(s), he may then resume authorized speed; and
(e) – Report the incident to the station or cabin.

- (3) – If in consequence of fog, storm or any other reason, the view of the signal is obstructed, the Loco Pilot shall take every possible precaution, so as to have the train well under control.
- (4) – When the Loco Pilot notices a signal warning of an obstruction, except Detonator(s), he shall stop his train immediately and act on advice of the person exhibiting warning signal or on the basis of obstruction noticed by him.
- (5) – In case no further details of exhibition of warning signal are noticed, after stopping for one minute by day and two minutes by night to ascertain the location and/or cause of the warning, he shall proceed cautiously upto the next block station, keeping a sharp look out.
- (6) – The Loco Pilot shall acquaint himself with the system of working, location of signals and other local conditions affecting the running of trains on a section or sections of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of a qualified railway servant who is conversant with it to assist him.

Item No.5

G.R.4.16.(1) (b) is amended as follows:

G.R.4.16. (1) (b) – by night, as well as in thick, foggy or tempestuous weather impairing visibility during day, a red tail lamp of approved design displaying a flashing red light to indicate last vehicle check device, or.

Item No.6

G.R.1.01. is amended as follows

G.R.1.01. Short title and commencement.-

- (1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, 2009.
- (2) They shall come into force on the date of their publication in the Official Gazette.

Item No.7

S.R.4.19.1.1. S.No.8(Fusee-1) – Deleted

S.R.4.19.1.2. S.No.8(Fusee-1) – Deleted

Item No.8

S.R.4.65.5. S.No.16 (One Fusee) – Deleted

Item No.9

S.R.6.03.7. amended as under.

Flasher light units have been provided on Diesel/Electric locomotives. The unit, when switched on, flashes amber coloured light. At the same time the headlight, if on, is automatically switched off or switched off by the Loco Pilot. When taking over charge of the electric/diesel locomotive from the shed/yard, the Loco Pilot shall test the working of the unit and make an appropriate entry in the loco log book.

When a train comes to a stop between stations or at a station, on account of any accident or any cause which is not immediately obvious (including tripping of traction power on OHE in electrical section) and the Loco Pilot finds that his train cannot proceed, he shall immediately switch on the flasher light if provided on his engine to attract the attention of the Loco Pilot of a train coming in the opposite direction and give four (4) short whistles to apprise the Guard of his inability to proceed. Then the Guard and the Loco Pilot will take action to protect the train as per GR 6.03. The Loco Pilot shall then ascertain either by going personally or deputing his Assistant Loco Pilot or any other qualified railway servant available that any part of the disabled train (or traction over head equipment or masts in the electrified section) is not obstructing the adjacent track, if any.

The Flasher Light shall be switched off only when the Loco Pilot finds that his train is in a position to proceed or after it had been assured that the adjacent line, if any, is free from obstruction and it is not necessary to stop any approaching train to obtain assistance.

The Loco Pilot or the Guard of the disabled train will then contact the SCOR/TPC through field/emergency phone or send the information through a messenger or through the Loco Pilot of an approaching train on the adjacent track, if any, about the occurrence and the assistance required, if any. He should also specifically indicate whether the other line, if any, is free and safe for the passage of trains.

The Loco Pilot of the train (diesel/electric) coming in the opposite direction on the adjacent track, if any, on seeing the flashing light will immediately acknowledge by switching on and off the flasher light, if provided on his engine 3 times. He shall immediately take action to stop his train short of the obstruction just as he would act when he sees a danger signal or hears the distress whistle code of another engine or explodes a detonator. Then he should reduce the speed of his train to 20 KMPH during day and when visibility is clear and 10 KMPH when visibility is not clear and during night time. He should approach the disabled train at such a restricted speed (not exceeding the speed limits mentioned above) that will enable him to stop his train short of any obstruction. He should then bring his train to a stop as near to the engine of the disabled train as possible and shall find out from the Loco Pilot of the latter the cause for putting on the flashing light and render all possible assistance to the affected train. He will continue his journey at normal speed, only after ascertaining that the line on which he is proceeding is free from any obstruction. If, however, he finds that the line on which he is to proceed is obstructed, the Loco Pilot and Guard of that train will protect their train by placing detonators etc., as per GR 6.03.

The Loco Pilot of the train proceeding on the adjacent track, if any, shall invariably stop at the next station and report the occurrence immediately and the assistance required.

Item No.10

S.R.17.08.7.14 – (One Fusee) – Deleted

Item No.11

Appendix II – 1.2. S.No.8 (Fusee) – Deleted

Appendix II – IV(5)(a)(iii) – modified as under.

Gateman shall then proceed to protect the gate along with detonators, and red flag by day/red hand signal lamp by night.

Appendix II – IV(5)(a)(vii) – Deleted

Appendix II – IV(5)(b)(iii) –modified as under.

Gateman shall then proceed to protect the gate along with detonators, and red flag by day/red hand signal lamp by night.

Appendix II – IV(5)(b)(viii) – Deleted.

Appendix II – Annexure-I (8)(v) – modified as under:

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).

Appendix II – Annexure-II (7) (v) – modified as under:

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).

Appendix II – Annexure-III (5)(v) – modified as under.

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).

Appendix II – Annexure-IV (5)(v) – modified as under:

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).

Appendix II – Annexure-V (5)(v) – modified as under:

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for duties of Gateman under item No.1.5(5).

Appendix II – Annexure-VI (3)(ii) – modified as under:

Gateman shall then rush with detonators, and red flag by day/red hand signal lamp in the direction of approaching train and protect the gate as stipulated in general instruction for

duties of Gateman under item No.1.5(5).

Item No.12

Appendix IV 3.1.13. – Deleted.

Item No.13

S.R.4.17.2 – amended as under:

On single line/double line/twin single line/multiple line sections when a Station Master observes that a train has passed without tail lamp/tail board, should send train passed without tail board/tail lamp (bell code) signal to station in advance and ‘train divided signal’ to station in rear and shall not close the block section. He shall also take the following precautions to avoid any possible collision in mid-section.

Add the following note to SR 4.17.2

Note: However, at those stations where block proving axle counters or continuous track circuiting between block stations and complete station section, excluding non-running lines of the receiving station, is provided and is functioning and there is a clear indication of clearance of block section as well as complete arrival of train, the divided train bell codes signal i.e. 6 pause 3 need not be given to the station in rear and SM shall not withhold closing of block section in rear, and the precautions mentioned above under 2.1. to 2.4.3. need not be observed.

Item No.14

S.R.14.10.1. – amended as under.

Except where the block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is provided and functioning and there is a clear indication of clearance of block section as well as complete arrival of the train, for all run through trains and for other trains which usually come to a stop at a place from which the tail-lamp/tail board can conveniently be observed, the responsibility for ensuring that the train is complete, devolves on the Station Master.

Item No.15

S.R.4.31.5. – amended as under.

At the stations after loading/un-loading; or tipping (where there is no TXR); or while clearing stabled stock from a station; or in case of invalid BPC, the GDR check shall be conducted as per the check list given below. Other instructions as contained in JPO on Freight Train Examination issued from time to time shall be followed.

S.R.4.31.5. (D) is renumbered as SR 4.31.6 and modified as under:

Whenever train engine is changed, brake continuity test from engine to last vehicle should be conducted and it should be ensured that the requisite amount of vacuum/air pressure is obtained in loco and brake-van. The same shall be recorded by the Loco Pilot and Guard in their rough journal book / reference book and confirm to each other through walkie-talkie.

Item No.16

Appendix – VI Para No.15 – modified as under.

As and when there is change of traction ie., electric to diesel or vice versa and reversal of engine, brake continuity test must be conducted and the train started only after obtaining requisite vacuum/air pressure.

This issues with the approval of Competent Authority.

for Chief Operations Manager

Copy to:- COM, CSO, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P & CSTE/C.

Copy to: CRS/SCC/SC

Copy to: Sr.DOM/ DOMs/G /SC, BZA, GTL, HYB, GNT & NED
Sr.DSO/DSOs/ SC, BZA, GTL, HYB, GNT & NED
Sr.DEN(Co-ord)s/Sr.DENs/DENs/ SC, BZA, GTL, HYB, GNT & NED
Sr.DME/DMEs/DMEs(P)/ SC, BZA, GTL, HYB, GNT & NED
Sr.DSTE/DSTES/ SC, BZA, GTL, HYB, GNT & NED
Sr.DEE/Tr.d/ SC, BZA, GTL, & GNT
Sr.DEE/TRSO/ SC, BZA, GTL, & GNT

Director, IRISSET / LGD

Principal/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG

Instructor In-charge: ATC/KCG, DTTC/BZA & GTL

DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

SOUTH CENTRAL RAILWAY

Headquarters Office,
Transportation Branch,
Rules section,
Secunderabad.
Date: 31.08.2010

No.T.157/G&SR/AS No.5

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub: Amendment slip No.5 to G&SR 2008.

* * *

Amendment slip No.5 to G&SR 2008, containing 19 corrections to SRs, is issued herewith.

This Amendment supercedes advance correction slip No.5 (item No.1 & 2) issued vide this office letter of even No. dated 27.05.10 and 14.06.10.

Item No.1: S.Rs.14.10.1 to 14.10.5 are replaced as under.

S.R.14.10.1. – Except where the block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section, excluding non-running lines of the receiving station, is provided and functioning; and there is a clear indication of clearance of block section as well as complete arrival of the train, for all run through trains and for other trains which usually come to a stop at a place from which the tail-lamp/tail board can conveniently be observed, the responsibility for ensuring that the train is complete devolves on the Station Master.

S.R.14.10.2. – At all other stations or yards where BPACs are not provided / not functioning, the Guard of the train after ensuring that his train has arrived complete and standing within the fouling mark, shall call the SM on duty of that station on Walkie-talkie. After clearly mentioning the identity of the Guard and Station Master alongwith station name / train No, line No. to each other, the Guard shall give Private Number to SM on duty, in support of having ensured complete arrival of train within the fouling mark. The SM will receive the PN and in turn issue a PN to the Guard that the relevant block section will be cleared. The Station Master on duty shall record the PN given by the Guard and name of the Guard in the remarks column of the Train Signal Register against the entry of the train. The Guard shall record the PN received from SM on duty in his rough journal. The SM shall not give 'Train out of Block Section' signal to the Station Master in rear until he receives the Private Number from the Guard.

S.R.14.10.3. – During the failure of Walkie-talkie / VHF sets when the SM is not in a position to communicate with the Guard of the incoming train, he shall send the 'Train Intact Arrival Register' (T.1410) to the Guard through Pointsman, duly entering the date and train No, line No. and his PN. The Guard after ensuring that the train has arrived complete within the fouling mark shall record the PN, arrival time with his full signature in the relevant columns of the 'Train Intact Arrival Register' and arrange to return the register to the Station Master on duty. The Guard shall record the PN of the SM in his rough journal. The Station Master on duty shall record the PN recorded by the Guard in the remarks column of 'Train Signal Register' against the entry of the train and shall not give 'Train out of Block Section' signal to the Station Master in rear until he receives the register (T.1410) back with Guard's PN and signature.

S.R.14.10.4. – At stations or yards where end cabins are provided, the Cabin Station Master or the Cabin ASM / Cabinman / Leverman of the cabin nearest to which the last vehicle stands, shall ensure complete arrival of train within the fouling mark, by seeing the Tail lamp / Tail board; and give a PN to the SM on duty to that effect.

S.R.14.10.5. – When a stopping goods train is running without brake van or without Guard, the Station Master shall depute a Pointsman in advance towards the fouling mark in rear. The Pointsman shall ensure the complete arrival of train within the fouling mark and inform SM on duty on Walkie-talkie or record the same in 'Train Intact Register 'as the case may be, with a PN to that effect.

S.R.14.10.6. – Exchange of private numbers between the Guard and the Station Master is not required in the following circumstances.

- (a) Where BPACs are provided and functioning.
- (b) Where end Cabins are provided.
- (c) In case of run through trains, where SM from platform side / Pointsman from off side of the station can see the LV board during day / Tail lamp during night.

S.R.14.10.7. – The instructions detailing the procedure of exchanging Private Numbers as above to ensure complete arrival of train, where BPACs or continuous track circuiting are not provided / not functioning; and also the instructions as per G.R.14.10(4) and G.R.4.17(3) where BPACs/continuous track circuiting are provided, shall be incorporated in the respective Station Working Rules.

(Please note the changes made in S.R.14.10.5 & 6 issued vide item No.1 of advance correction slip No.5.)

Item No.1.1. Add the following as item No.15 to S.R.4.19.1.1.

S.R.4.19.1.1. – (15) Private Number Book(s).

Item No.1.2. Add the following as S.R.4.25.3.10.

S.R.4.25.3.10. – The Guards of all trains shall be supplied with Walkie-talkie sets in good working condition and Private number sheet (s) by the In-charge Station Masters. The Guard of the train shall ensure complete arrival of his train within the fouling mark and give his PN to SM on duty as per **S.R.14.10.2 or S.R.14.10.3**, as the case may be. For this purpose, the list of stations, the number of reception lines at these stations which require the exchange of Private numbers by the Guard to ensure complete arrival of train within the fouling mark at the respective stations, together with the provision of BPACs, shall be circulated to all concerned under acknowledgement and through SOB.

Item No.1.3. Add the following as **S.R.4.56.1.** and renumber the existing **S.R.4.56.** as **S.R.4.56.2.**

S.R.4.56.1. The Guard of the train shall ensure complete arrival of his train within the fouling mark and give his PN to SM on duty as per **S.R.14.10.2 or S.R.14.10.3**, as the case may be.

Item No.2: Para No.8 & Para No.15 of Appendix-VI to G & SR are revised as under.

Para No.8 of Appendix-VI: As and when there is change of traction i.e., electric to diesel or vice versa, the formation should be released by Assistant Loco Pilot / Guard of the train / station staff / C & W staff / siding staff and the train started after conducting brake continuity test and after obtaining requisite vacuum / air pressure.

Para No.15 of Appendix-VI : As and when there is change of traction i.e., electric to diesel or vice versa, the formation should be released by Assistant Loco Pilot / Guard of the train / station staff/ C & W staff / siding staff and the train started after conducting brake continuity test and after obtaining requisite vacuum / air pressure.

Item No.3: S.R.3.40(2) is revised as under.

S.R.3.40(2) Whenever a stopping train is to be received on a line not provided with track circuit or axle counter, Station Master shall ensure personally that the nominated line is clear of vehicles not only upto berthing place but also for an adequate distance beyond it.

Item No.4: S.R.3.75.2. is amended as under.

S.R.3.75.2. When a Station Master of a block station immediately in rear of an IB post is aware that the IB signal is defective, he shall, before despatching a train, obtain Line Clear from the block station in advance and then issue to the Loco Pilot, the PLCT-T/C. 1425 (UP) or T/D.1425 (DN) as authority to proceed and a written authority T/369 (3b) to pass the IBS at 'on'.

In case the IBS, which is interlocked with L.C. Gate, becomes defective, SM shall treat the LC Gate as non-interlocked and ensure that the LC Gate is closed by exchanging private numbers with Gateman before granting Line Clear / despatching a train.

Item No.5: S.R.3.75.6.3. is amended as under.

S.R.3.75.6.3.The controlling Station Master must not permit backing if a subsequent train has been permitted to enter up to the IBS i.e. into axle counter section from his end.

Item No.6: S.R.4.10. is added as under.

S.R.4.10.1. The speed over the turnouts having 1:8.5 straight switch should be restricted to 10 kmph for passenger carrying trains and 15 kmph for goods trains. However, on 1:8.5 turn-outs provided with curved switches of 52 / 60 kg rails on PSC sleepers, the maximum speed permissible over such turn-outs should be 15 kmph, both for passenger carrying trains and goods trains. Requisite speed restriction boards, depending upon the type of turn-outs, should be provided at suitable locations for the guidance of Loco Pilots.

S.R.4.10.2. In case of 1:8.5 symmetrical split with curved switches 52 / 60 kg including TWS (Thick Web Switch) on PSC sleepers, a maximum speed of 30 kmph is permitted under Approved Special Instructions.

Item No.7: Add the following note under S.R.3.38.

S.R.3.38.

Note: Refer S.R.4.10. for enhanced speeds on improved turnouts.

Item No.8: S.R.4.12.5 is added.

4.12.5. When a train is pushed back, it can be received by taking 'off' reception signals on single line. On double line, the train can be received by issuing pilot - in memo after setting, clamping and padlocking of relevant points.

Item No.9: S.R.4.16.5.3. is amended as under.

S.R.4.16.5.3. In case of obstruction on track, Guard must exhibit a red flashing hand signal lamp at night or a red flag during day.

Item No.10: S.R.4.24.4. is amended as under.

S.R.4.24.4. Damaged vehicle or damaged engine- working of – The Station Master may attach a damaged vehicle or damaged engine behind the rear brake-van of goods train during day light and in clear weather on receipt of written advice in duplicate from the TXR or the SSE/Loco respectively, as the case may be.

Item No.11: S.R.4.50.1. (Sl. No.9) (a), S.R.4.50.3, App-II. Annexure – I(3)(II), App-II. Annexure – II(2)(IV), App-II. Annexure – III(3)(V) and App-II. Annexure – IV(3)(II) are amended as under.

S.R.4.50.1.

9(a). - - - - - (Intermittent long whistling) -Approaching level crossing.

9(b) _____ (long continuous whistle) - Approaching tunnel or area of restricted visibility or curves or continuous cuttings or site of accident, or when in consequence of fog, storm or any other reason the view of the signal is obstructed.

9(b) will become 9(c)

9(c) will become 9(d)

9(d) will become 9(e)

9(e) will become 9(f)

9(f) will become 9(g)

S.R.4.50.3. is amended as under consequent to the above.

S.R.4.50.3. Whistle Boards are provided at a distance of 600 metres on the approaches to all unmanned level crossings and on the approaches to such manned level crossing gates outside station limits where a clear view of the line from the level crossing gate is not available. It should be reduced to 350 metres in case of unmanned level crossings on single line section where visibility is clear. Loco Pilots of trains, on noticing whistle boards shall sound their engine whistle intermittently long (- - - - -) from the time they approach a whistle board till they pass the relevant level crossing / LC Gate.

App-II. Annexure – I(3)(II) is amended as under.

App-II. Annexure – I(3)(II) Station Master shall advise the Loco Pilot to give intermittently long whistles (- - - - -) and proceed cautiously while approaching the gate.

App-II. Annexure – II(2)(IV) is amended as under.

App-II. Annexure–II(2)(IV) In addition, the Station Master shall also issue a Caution Order advising the Loco Pilot to give intermittently long whistles (- - - - -) and approach the gate cautiously.

App-II. Annexure – III(3)(V) is amended as under.

App-II. Annexure – III(3)(V) In addition, the Station Master shall also issue a Caution Order advising the Loco Pilot to give intermittently long whistles (- - - - -) and approach the gate cautiously.

App-II. Annexure – IV(3)(II) is amended as under.

App-II. Annexure – IV(3)(II) The SM should issue Caution Order advising the Loco Pilot to give intermittently long whistles (- - - - -) and approach the gate cautiously.

Item No.12: S.R.6.09.9.4. is amended as under.

S.R.6.09.9.4. On arrival into the station within fouling marks, Loco Pilot shall deliver the written memo prepared by him to the Station Master on duty. Loco Pilot and Station Master shall jointly check the load and last vehicle number according to the written memo to see that the first portion of the train has arrived complete. Then the Station Master shall issue T/A.602 to the Loco Pilot to clear the second portion not exceeding 15 kmph when view is clear and 10 kmph when view is not clear.

Item No.13: S.R.9.02.7.3. is amended as under.

S.R.9.02.7.3. In special circumstances like floods etc, or during dense fog, after passing an Automatic Stop signal at 'on' (Red), the Loco Pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 8 kmph, should ensure that he maintains reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. The Loco Pilot shall control the speed of the train so as to be able to stop adequately short of the train or obstruction.

Item No.14: S.R.9.02.8. is added as under.

S.R.9.02.8. In case a train has come to an out of course halt in Automatic Signalling Territory between two stations and is not in a position to move ahead and requires a relief engine, the Guard of that train shall guide the Crew of a relief engine when it is to come to pick-up the train, except in suburban sections.

Item No.15: S.R.9.12.8.5. is amended as under.

S.R.9.12.8.5. The Station Masters at both the ends of the block section should stop all trains and issue Caution Order to the Loco Pilots / Guards specifying the kilometreage to observe special caution and reduce speed as necessary and in any case not to exceed a speed of 10 KMPH. On receipt of this information 'all concerned' should follow the instructions given in Rule 6.07 and SRs thereunder.

Item No.16: The following SRs are deleted.

- S.R.15.09.4.2.
- S.R.15.09.4.3.
- S.R.15.09.4.4., 4.4.1., 4.4.2, 4.4.3. and
- S.R.15.09.4.5.

Item No.17: App-I- 3.1 & 3.2 are amended as under.

App-I-3.1. When the 'notice station' is situated in the same control section: The Station Master of the block station controlling the entry of the train into the section where speed restrictions are to be observed / modified, shall call upon the Station Master of the 'notice station' concerned and transmit the message notifying / modifying the speed restrictions supported by a private number and initials. The Station Master of 'notice station' shall acknowledge the same supported by a private number and initials. In case of notification of a new restriction or modification of an existing one, the Station Master of 'notice station' shall also indicate the number and description of the first train to which such Caution Order / modified Caution Order will be issued. Where auto phones are provided, these messages may be exchanged by Station Masters duly advising the SCOR. Accordingly, the SCOR shall then issue a Control Order to the Station Master of the block station immediately in rear of the affected block section, indicating the number and description of all trains which are on the run between the 'notice station' and such block station, to which Caution Order shall be issued.

3.2 When the 'notice station' is situated on a different control section / different division: The Station Master of the block station controlling the entry of the train into the section where speed restrictions are to be observed / modified shall inform this with his initials and private number to the SCOR of his section. It is the responsibility of the SCOR to inform this message to the 'notice station' along with initials and private number and obtain the acknowledgement with initials and private number from Station Master of 'notice station' of next control section / division. And then SCOR shall inform these initials and private number along with a Control Order to the Station Master of the block station immediately in rear of the affected block section, indicating the number and description of all trains which are on the run between the 'notice station' and such block station, to which Caution Order shall be issued. Where auto phones are provided, these messages may be exchanged by Station Masters duly advising the SCOR.

Item No.18: App-XIII(5) and App-XIII Group (B)(4) are amended as under.

App-XIII(5) When the situation mentioned in group (c) arises, the work shall commence only after traffic staff accepts Disconnection Notice. Such Disconnection Notice when presented by Signal Maintainer/Inspector to the Station Master, it will be accepted by him in consultation with SCOR so that it does not interfere with the train movement. If the Station Master is not in a position to accept the Disconnection Notice immediately, he should try to accept the same at the earliest. While accepting Disconnection Notice for block

instrument, the SM on duty shall endorse on the Disconnection Notice that there

is no train in the relevant block section. The signal Inspector should collect the details from ESMs, cases of non-acceptance of Disconnection Notices on same day and forward it to DSTE/Sr.DSTE on daily basis for taking corrective action at higher levels.

App-XIII Group (B): Situation definitely requiring the consent of on duty Station Master –

(4) Opening of covers of block instruments for visual inspection or token balancing.

Item No.19: S.R.4.19.2.(5) is amended as under.

S.R.4.19.2.

(5) Rough Journal Book, Reference Books and stationery.

S.R.4.19.2.1. issued vide item No.2 of AS No.3 to G&SR 2008 is amended as under.

S.R.4.19.2.1.

(4) Rough Journal Book – Deleted

Please bring the contents of the above to the notice of all concerned for strict compliance with immediate effect.

Receipt of this letter may be acknowledged.

This issues with the approval of Competent Authority.

(B.K. DADABHOY)
CHIEF TRAFFIC MANAGER/G & PP

Copy to:- COM, CSO, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P & CSTE/C.

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SOUTH CENTRAL RAILWAY

Headquarters Office,
Transportation Branch,
Rules Section,
Secunderabad.

No.157/G&SR/Vol.XVII

Date: 25.11.2010

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub: - Train operation during fog(Precautions)- Amendment Slip No.6 to G&SR-2008.

Ref: - Rly. Bd's Lr. No.98/Safety(A&R)/19/16 dated 23.08.10.

* * *

In supercession of all earlier instructions, Railway Board have issued unified instructions on precautions to be taken during fog by the Zonal Railways affected by fog.

The salient features are:

1. Infrastructural inputs / changes:

- 1.1. Provision of Fog Safety Device on locomotives running in fog affected areas.
- 1.2. Provision of fog lamps on locomotives running over fog affected areas.
- 1.3. Fog signal posts to be erected at 270 metres in rear of FSS instead of outer most signal as existing at present. Fog signal posts are not necessary in double Distant signal territory.
- 1.4. Adequate procurement of detonators.
- 1.5. Lime marking across the track at the Signal Warning Board (or at Distant Signal in case of double Distant Signals).
- 1.6. All Signal Warning Boards, Whistle Boards, W/L Boards, Fog Signal Posts and lifting barriers of vulnerable level crossing gates which are accident prone and busy level crossing gates should be either painted or provided with yellow / black luminous strips. The work of repainting for their proper visibility should be completed before the onset of winter / foggy season.
- 1.7. Provision of Blinker Lights used on roads (with 9 LEDs) or 5 consecutive luminous boards (self illuminating) at 50/75 metres short of First Stop Signal so as to indicate the location of the approaching First Stop Signal to the Loco Pilot.
- 1.8. Modification of existing fixed Red Light in rear of SLRs etc., to an LED Red Light with a switch available with the Guard to put the light to 'on' position when the train is held up in Automatic territory in abnormal situations including fog. This will be in addition to the Flashing Red Tail Lamp.
- 1.9. Provision of FSS location kilometre chart of every station to the Loco Pilots in the form of a card or by printing in the Working Time Table.

2. Planning for operation of trains during fog:

- 2.1. Reduction of train movements during fog by 20% in consultation with Zonal Railways and Coaching Directorate, Railway Board.
- 2.2. Completion of PME / RC / Promotional courses for Loco Pilots, Asst. Loco Pilots and Guards becoming due between 15th December and 31st January by 15th December.
- 2.3. Review of loco / crew / rake links during the period of fog.
- 2.4. Each and every crew should be imparted necessary training for upto 2 days about system of working during fog by 1st December every year.

3. Placing detonators during fog is not necessary in the following circumstances:

- 3.1. Where double Distant signals are provided.
- 3.2. At Gate signal.
- 3.3. At departure Stop signal.
- 3.4. At the site of temporary speed restriction.

4. Important deletions:

- 4.1. Fog signal man not to be on duty for more than 3 hours at a stretch.
- 4.2. Fog signal man to see that approach signals taken 'off' for a train are put back to 'on' after the passage of train.
- 4.3. Suspension of IBS during fog.
- 4.4. SM to advise Station Master in rear during fog to issue Caution Order to the Loco Pilot to stop dead at FSS of the station in advance and proceed at 8 kmph.
- 4.5. Class 'B' station provided with semaphore signals to be treated as Class 'A' station for the purpose of granting line clear.

5. Speed restrictions during fog when Loco Pilot observes (in his judgment) restricted visibility:

- 5.1. In Absolute Block System, a maximum speed of 60 kmph.
- 5.2. In Automatic Block System, a maximum speed of 60 kmph while passing Automatic stop signal at 'green', 30 kmph while passing Automatic stop signal at 'double yellow' and restricted speed so as to stop at the next stop signal after passing Automatic stop signal at 'yellow'.

Accordingly, S.R.3.61 is replaced with the said unified instructions vide Amendment slip No.6 to G&SR – 2008 which is as follows.

Amendment slip No.6 to G&SR – 2008

Item No.1: S.R.3.61. is replaced as under.

S.R.3.61. Train operation during fog:

S.R.3.61.1. : The following works shall be completed before the onset of foggy season and during foggy weather.

- 1.1. Provision of Fog Safety Device on locomotives running in fog affected areas.
- 1.2. Provision of Fog Lamps on locomotives running over fog affected areas.
- 1.3. Adequate procurement of detonators.
- 1.4. Lime marking across the track at the Signal Warning Board (or at Distant Signal in case of double Distant Signals).
- 1.5. All Signal Warning Boards, Whistle Boards, W/L Boards, Fog Signal Posts and lifting barriers of vulnerable level crossing gates which are accident prone and busy level crossing gates should be either painted or provided with yellow / black luminous strips. The work of repainting for their proper visibility should be completed before the onset of winter / foggy season.
- 1.6. Provision of Blinker Lights used on roads (with 9 LEDs) or 5 consecutive luminous boards (self illuminating) at 50/75 metres short of First Stop Signal for indicating the location of the approaching First Stop Signal to the Loco Pilot.
- 1.7. Modification of existing fixed Red Light in rear of SLRs etc., to an LED Red Light with a switch available with the Guard to put the light to 'on' position when the train is held up in Automatic territory in abnormal situations including fog. This will be in addition to the Flashing Red Tail Lamp.

S.R.3.61.2. : 20% reduction in train movements during fog shall be ensured i.e., by reduced loco movements from and to sheds, shunting in major yard etc., and mainly by cancellation of Mail / Express and Passenger trains running in and via Delhi area as also upto an equal number in other fog affected sections (other than the trains passing via Delhi area). A review shall be done in mutual consultation with Zonal Railways to identify the Mail / Express and Passenger trains which are to be cancelled and the proposals be sent to the Coaching Directorate/Railway Board.

S.R.3.61.3. : Consequent to reduction of train movements, the loco / crew / rake links shall be reviewed during the period of fog.

S.R.3.61.4. : Visibility Test Object (VTO) is prescribed to check the adequacy of visibility of signals and to guide the SM for arranging to place detonators to warn the Loco Pilot of an approaching train about the location of FSS when the prescribed VTO cannot be seen by the SM during fog. A particular signal arm by day or the light of a signal by day or night or the back light of a signal shall be prescribed to serve as VTO wherever necessary.

4.1. Visibility Test Post :

When VTO cannot be prescribed, Visibility Test Post (VTP) shall be erected in either direction at a distance of not less than 180 metres from a nominated place where the SM shall stand. VTP may be a post fixed vertically in the ground

which shall be painted with yellow self luminous paint or provided with yellow self luminous strips with the provision of fixed white light. The white light shall be switched on by Station Master during day and night when there is fog.

4.2. When such a VTO / VTP cannot be seen by the SM, it shall be taken that fog has set in and the rules under S.R.3.61.6 shall be followed.

4.3. The prescribed VTO / VTP shall be mentioned in the SWR. There shall not be any VTO / VTP for stations provided with double Distant Signals.

S.R.3.61.5. : Fog signal posts are erected at 270 metres in rear of FSS in either direction to indicate the location for placing detonators by Fog Signal man. Fog signal post may be a steel trough sleeper fixed vertically in the ground which shall be painted alternatively with black and yellow self luminous paint or provided with black and yellow self luminous strips.

5.1. : Where not necessary to place detonators:

- (i) Where a reliable Fog Safety Device has been provided on locomotives and notified to stations by the divisional authorities.
- (ii) Where double Distant signals are provided.
- (iii) At Gate signal.
- (iv) At departure Stop signal.
- (v) At the site of temporary speed restriction.

5.2. : Where necessary to place detonators:

- (i) At class 'A' station in rear of Home signal, two detonators, 10 metres apart at Fog signal post.
- (ii) At class 'B' station with Lower Quadrant Signals, in rear of Outer signal, two detonators, 10 metres apart at Fog signal post.
- (iii) At class 'B' station with MACLS and single Distant signal, in rear of Home signal, two detonators, 10 metres apart at Fog signal post.
- (iv) At Reporting stations in Automatic block territory.

S.R.3.61.6. : Procedure for placing detonators during fog:

- 6.1. SM shall observe the VTO / VTP before granting Line Clear to every train during thick, foggy or tempestuous weather impairing visibility. If the VTO / VTP is not visible, it shall be taken as fog has set in and SM shall arrange to place detonators in rear of FSS.
- 6.2. SM shall send two trained railway servants i.e., Pointsman / Gangman to act as Fog signal men, one in either direction with 20 detonators to the Fog Signal Posts which are erected at 270 metres in rear of First Stop signal.
- 6.3. Each of these Fog signal men shall proceed speedily to the respective FSP and place two detonators 10 metres apart from each other on the centre of the head of the rail, with the label or brand upwards, which shall be securely fastened to the rail by bending the clasps round the upper flanges of the rail, which on explosion under the wheels of an engine, will warn the Loco Pilot of his proximity to the Outer / Home signal of the station as the case may be.

- 6.4. SM shall not grant Line Clear unless he receives information on walkie-talkie from Fog signal man that detonators have been placed at the FSP. In case of no intimation from Fog signal man due to walkie talkie not being available or out of order etc., SM can grant Line Clear for the first train after a time lapse of 30 minutes from the departure time of Fog signal man.
- 6.5. Line Clear shall not be granted for a train during fog when all the running lines are occupied at the station.
- 6.6. After placing detonators on the line, the Fog signal man shall withdraw beyond the safety radius of 45 metres from the detonators before they are exploded by an approaching engine or train. He shall warn any other persons in the vicinity of the safety radius to keep away. Staff while observing the safety radius of 45 metres shall place themselves as far as possible in rear of the locomotive, train or wagon passing over the detonators.
- 6.7. After passage of each train, over the detonating (fog) signals, which have been so placed on the rails, the Fog signal man shall immediately replace them by two fresh detonators. On single line sections, for trains leaving the station, the Fog signal man deputed to place detonators shall show to the Loco Pilot a proceed hand signal (PHS).
- 6.8. Each of the trained Fog signal men sent out with detonating (fog) signals, shall carry a flashing hand signal lamp. If the Fog signal man is aware of any obstruction on the line, he shall show a Stop hand signal in the direction in which a train is expected or approaching.
- 6.9. DRM will notify the names of stations at which fog prevails persistently. At each such station, two Pointsmen and two Gangmen shall be nominated to act as Fog signal men. All four men shall be fully trained in fog signalling duties.
- 6.10. At a double line station, if the fog appears for about seven days in a month, it should be treated as persistent fog and separate Fog signal men should be appointed. If the fog is less than seven days in a month, the Station Master shall call out two of the trained Fog signal men, who are off duty to work for fog signalling duties.
- 6.11. At single line stations, the DRM should examine the duration of fog and number of days in a month on which it appears and determine whether separate Fog signal men are required or not. If fog appears only on one or two days in a month and for short duration, it is not necessary to have separate Fog signal men.
- 6.12. On branch lines or sections, on which the traffic is light, instead of a Fog signal man remaining continuously on duty at each fog signal post, a Fog signal man may be sent to place detonating (fog) signals for each individual train. This procedure may be adopted under special instructions. In such cases, Line Clear shall not be given for a train, unless the Fog signal man has been sent at least 30 minutes before the train is due to leave the station in rear or the Fog signal man informs the SM on walkie-talkie after placing detonators.

6.13.A 'Station Detonator Register' in the prescribed Form (see Appendix VII) shall be maintained at each station, and shall show the names of Fog signal men on duty, periods of duty, the stock of detonators, the number of detonators sent out with each Fog signal man, the number of each train under which detonators have been exploded and the number of unused detonators and used cases (including those which have failed to explode) returned each time by Fog signal men to the Station Master.

6.14. The Station Master will obtain in the 'Station Detonator Register', the signature or thumb impression of all men deputed and / or proposed to his station as Fog signal men as an acknowledgement that they understand the rules relating to the fog signalling duties. Instructions for maintaining Station Detonator Register are given in Appendix VII.

S.R.3.61.7. : No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.

S.R.3.61.8. : No train shall be advanced beyond the Starter or beyond Intermediate Starter signal as the case may be upto Advanced Starter when track circuiting is not provided in this zone.

S.R.3.61.9. : Precautions by Loco Pilots:

a. When Loco Pilot judges that visibility is impaired due to thick, foggy or tempestuous weather he shall control the train so as to be prepared to stop short of any obstruction.

(i) In Absolute Block System, the speed shall not exceed 60 kmph in any case.

(ii) In Automatic Block System, the speed shall not exceed 60 kmph while passing Automatic Stop signal at 'green',

30 kmph while passing Automatic Stop signal at 'double yellow' and,

to run at a further restricted speed so as to be prepared to stop at the next Stop signal while passing Automatic Stop signal at 'yellow'.

S.R.3.61.10. : Precautions by Guard:

10.1. During foggy weather a red tail lamp of approved design displaying a flashing red light, during day or night, should be provided on the last vehicle.

10.2. LED Red Light in rear of SLRs etc., should be switched 'on' when the train is held up in Automatic territory in abnormal situations including fog. This will be in addition to the Flashing Red Tail Lamp.

3.61.11. All the above instructions including cancellation of trains are applicable from 20th December to 31st January every year. However, if the fog sets in early before 20th December and continues beyond 31st January the above instructions should be followed accordingly at an early date or beyond 31st January respectively as the case may be.

Item No.2:

S.R.4.08(2) : Deleted.

Item No.3:

S.R.8.04(Note) : Deleted.

Item No.4 : Add the following as S.R.9.02.3.1.

S.R.9.02.3.1: For maximum speed of train during dense fog in Automatic Block System, refer S.R.3.61.9.

Item No.5 : Add the following as S.R.9.07.2, renumbering existing S.R.9.07as S.R.9.07.1.

S.R.9.07.2 : For maximum speed of train during dense fog in Automatic Block System, refer S.R.3.61.9.

Item No.6: Replace S.R.9.12.9.1 as under:

S.R.9.12.9.1. : For maximum speed of train during dense fog in Automatic Block System, refer S.R.3.61.9

Item No.7:

Appendix-VII- Paras 1 to 8 to be deleted and Para 9 to be renumbered as Para 1.

Receipt of this letter may be acknowledged.

This issues with the approval of Competent Authority.

(B.K. DADABHOY)
CHIEF TRAFFIC MANAGER/G & PP

Copy to:- COM, CSO, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P & CSTE/C.

Copy to: CRS/SCC/SC

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Sr.DEE/TRSO/ SC, BZA, GTL, & GNT

Director, IRISSET / LGD

Dy.CME/R&L/SC

Principal/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG

Instructor In-charge: ATC/KCG, DTTC/BZA & GTL

DCETC/MRGA, GTL, RJY & NED

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
Date: 06.04.2011.

No.T.157/G&SR/AM -7/Vol.XVIII

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub:- Amendment Slip No.7 to G&SR – 2009

Ref:- 1. Railway Board Letter. No.2009/Safety (A&R)/19/24 dated 06.12.2010.

2.Gazette of India Letter No.621 dated10.11.2010

* * * *

Railway Board have issued Amendment to GR1.0(1) & GR 1.01(2), GR 9.02(3) and GR 9.07(5) through Gazette notification dated 10.11.2010. Certain amendments to SRs are also issued with approval of Competent authority.

AMENDMENT SLIP No.7 - to G & SR 2009

Item No.1

GR 1.01(1) and GR 1.01(2) amended as follows:-

GR 1.01(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules 2010.

GR 1.01(2) They shall come into force on the date of their publication in the Official Gazette.

Item No.2

GR 9.02(3) is amended as follows:-

GR 9.02 (3)

Where owing to the curvature of the line, fog, rain, dust storm, engine working the train pushing it or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed **10 kilometres** an hour. Under these circumstances, the Loco Pilot, when not accompanied by an assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

Item No.3

GR 9.07(5) is amended as follows:-

GR 9.07 (5)

Where owing to the curvature of the line, fog, rain, dust storm, engine working the train pushing it or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed **10 kilometers** an hour. Under these circumstances, the Loco Pilot, when not accompanied by an assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed code of whistle.

Item No: 4

SR 9.02.3 is amended as follows:-

SR 9.02.3 When a Loco Pilot passes an Automatic Stop signal at 'on', he shall proceed at a speed not exceeding 10 KMPH, to enable him to stop short of any obstruction. He shall continue to drive cautiously at 10 KMPH until he passes the next Automatic Stop signal, even if that automatic signal is at 'off' position.

Item No.5

SR 5.06.6 is amended as follows:-

SR 5.06.6

Rules for working of trains in Electrified section shall be dealt in Appendix 'G' and jointly signed by Sr. Divisional Operations Manager/ Divisional Operations Manager and Sr. Divisional Electrical Engineer (TRD)/ Divisional Electrical Engineer (TRD) and Sr. Divisional Sig & Telecommunication engineer/ Divisional Sig & Telecommunication engineer. Similarly they shall be signed whenever amendment is issued to Appendix 'G'..

Item No.6

Appendix XIV-List of Appendices –last line is amended as follows:-

Appendix-XIV**Last row of List of appendices**

Appendix – G – Rules for working trains in electrified sections
(to be jointly signed by Sr.DOM/Sr. DEE (TRD)/Sr.DSTE or
DOM/DEE(TRD)/DSTE)

Item No.7

SR 3.75.4 is amended as follows:-

SR 3.75 .4

When a Loco Pilot finds an IBS at 'on', he shall stop his train in rear of it and contact the Station Master of the station in rear on the telephone provided on the signal post. The Station Master shall authorize the Loco Pilot to pass the IB signal at 'on' by giving the Loco Pilot a Private Number , after ensuring that Line Clear has been obtained for the train from the station in advance. The Private Number given to the Loco Pilot shall be the same Private Number that has been obtained from the station in advance for Line Clear. The Loco Pilot shall record this Private Number in the Loco Pilot's memo book.

If the telephone is out of order, the Loco Pilot shall, after waiting for 5 (five) minutes at the signal, pass it in the 'on' position and proceed cautiously at a speed not exceeding 15 KMPH when the view ahead is clear and at a speed not exceeding 8 KMPH when the view ahead is not clear. He shall proceed at 15 KMPH or 8 KMPH, as the case may be , up to the FSS of the station in advance even if that signal and the intervening signals, if any, display 'off' aspect and the Loco Pilot shall continue to look for any obstruction short of the FSS. The Loco Pilot shall act upon the aspect of the FSS of the station in advance only after he has reached the FSS. The Loco Pilot must report the failure to the Station Master at the block station in advance.

This is issued with the approval of the Competent Authority.

Necessary printed page replacement correction to the relevant pages will be issued later.

All concerned may please be notified.

for Chief Operations Manager

Copy to:- COM, CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE, CAO/C, CE/C, CE/C/V, CME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P, CSTE/C, CSO, Dy.CME/R&L.

CRS/SCC/SC.

Sr.DOM/DOMs/ SC, BZA, GTL, GNT, HYB & NED
Sr.DSO/DSOs/ SC, BZA, GTL, GNT, HYB & NED
Sr.DEN(Co-ord)s/Sr.DENs/DENs/ SC, BZA, GTL, GNT, HYB & NED
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Sr.DSTE/DSTEs/ SC, BZA, GTL, GNT, HYB & NED
Sr.DEE/Tr.D / SC, BZA, GTL & GNT
Sr.DEE/TRSO/ SC, BZA, GTL & GNT

Director, IRISSET, LGD

Principal: ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG

Instructor in-charge : ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

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SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,

No.T.157/G&SR/Advance AM/Vol.XVIII

Date: 10.01.2012.

DRMs/SC, BZA, GTL, HYB, GNT & NED

Sub:- Amendment slip No.8 to G&SR – 2010.

Ref:- 1. Railway Board Letter. No.2010/Safety (A&R)/19/20
dated 26.09.2011.

2.Gazette of India No.GSR 705(E) dated 21.09.2011

* * * *

Railway Board have issued Amendment to GR1.0(1) & GR 1.01(2), GR 9.02(3) and GR 9.07(5) through Gazette notification dated 10.11.2010. Certain amendments to SRs are also issued with approval of competent authority.

This amendment supersedes advanced correction slip No.8 (item No.1&2) issued vide this office letter of even No. dated 07.06.2011.

Item No.1

Annexure-VIII of G&SR paras, SRs 2.3., 2.3.1 to 2.3.4 and 2.4. are amended as follows:-

2.3. Wagons containing petroleum and other inflammable liquids (class A, listed under table No. III of Red Tariff) shall be separated by not less than 3 carriages / wagons which do not contain explosives, other dangerous goods or articles of inflammable nature from a) train locomotive, b) passenger carriages c) brake-van and d) any other carriages / wagons containing explosives, other dangerous goods or articles of inflammable nature.

2.3.1. When electric or diesel locomotive is used.

However, when an electric or diesel locomotive is used to haul the train, only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the locomotive.

2.3.2. If a passenger carriage is to be hauled.

Similarly, if a passenger carriage is to be hauled in the goods train, then, only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the passenger carriage, provided the goods train is hauled by electric or diesel locomotive.

2.3.3. In the case of Brake-van

Similarly, in the case of brake-van also only one such carriage / wagon* should be attached between the wagons containing petroleum and other inflammable liquids (category 'class A') and the brake-van, provided the goods train is hauled by electric or diesel locomotive.

However, there is no need to attach such carriage / wagon* between tank wagon (if it is an 8 wheeler) containing petroleum and other inflammable liquids (category 'class A') and the brake-van, if an 8 wheeler brake-van is used and the goods train is hauled by diesel or electric locomotive.

2.3.4. This para is deleted.

2.4. Wagons containing petroleum or other inflammable liquids, class B.Wagons containing petroleum or other inflammable liquids (category class B) should be separated by only one such carriage / wagon* from the

a) train locomotive

b) passenger carriage

c) brake-van

d) any carriage / wagon containing explosives or dangerous goods or articles of inflammable nature.

However, if the last tank wagon is an 8 wheeler and if the brake-van is also an 8 wheeler, there is no need to attach such a carriage / wagon* between the 8 wheeler tank wagon and 8 wheeler brake-van.

Note:In the above paras, *Such carriage / wagon means a carriage or a wagon which does not contain explosives or other dangerous goods or articles of inflammable nature.

Item No.2

SR 3.12.3 is amended as follows:-

SR 3.12.3. Whenever any manual Stop signal (including Semi-Automatic signal with extinguished 'A' marker) 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.**

Item No.3

GR 1.01(1) and GR 1.01(2) amended as follows:-

GR 1.01(1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules 2011.

GR 1.01(2) They shall come into force on the date of their publication in the Official Gazette.

Item No.4

The following to be added as in rule GR 3.12, in sub-rule (1), after clause (b) before clause (c),

GR.3.12.

“(ba) a Modified Semi-Automatic Stop signal by converting one of the Automatic stop signal in mid-section under special instructions; when the ‘A’ marker is illuminated the signal works as Automatic stop signal, and when the ‘A’ marker is extinguished it works as modified Semi-Automatic stop signal and assumes ‘off’ aspect automatically or is taken ‘off’ manually as required; and”

Item No.5

The following to be added as GR 9.01 (3) after GR9.01 (2).

9.01 (3)(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with ‘A’ sign extinguished, the Advanced starter shall assume ‘off’ aspect or be taken ‘off’ only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume ‘off’ aspect automatically or be taken ‘off’ only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing ‘A’ marker in the manner prescribed under special instructions and this action shall also ensure that the ‘A’ marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with ‘A’ marker extinguished in ‘on’ position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.”

Item No.6

The following to be added as GR 9.03 (3) , after GR9.03 (2).

9.03 (3)(a) under special instruction, one of the automatic stop signal between two stations in the automatic block signaling territory in each direction may be made as modified semi-automatic stop signal;

(b) the mid-section modified semi-automatic stop signal so provided shall be interlocked with the signals of the station ahead through track circuits or axle counters or both and shall be controlled by the Station Master of the station ahead, the relevant indications whether the signal is in normal automatic mode or modified semi-automatic mode shall be available to the Station Masters at both the ends;

(c) Advanced starter signal of the station in rear shall be interlocked with the mid-section modified semi-automatic stop signal in such a way that when working with 'A' sign extinguished, the Advanced starter shall assume 'off' aspect or be taken 'off' only when the line is clear upto an adequate distance beyond the mid-section modified semi-automatic stop signal; similarly the mid-section modified semi-automatic stop signal shall assume 'off' aspect automatically or be taken 'off' only when the line is clear upto an adequate distance beyond the Home signal of the station ahead;

(d) during abnormal conditions like fog, bad weather impairing visibility, the mid-section modified semi-automatic stop signal may be worked by extinguishing 'A' marker in the manner prescribed under special instructions and this action shall also ensure that the 'A' marker of the Advanced starter signal of the station in rear and Home signal of the station in advance shall also be extinguished;

(e) the adequate distance mentioned under clause (c) shall not be less than as prescribed under sub-rule (2);

(f) during normal conditions, mid-section modified semi-automatic stop signal shall work as normal automatic stop signal.

(4)(a) when the Loco Pilot finds mid-section modified semi-automatic stop signal with 'A' marker extinguished in 'on' position, he shall stop his train in the rear of the signal and inform this fact to the Station Master of the station ahead on approved means of

communication as prescribed under special instructions;

(b) the Station Master of the station ahead may authorize the Loco Pilot to pass the mid-section modified semi-automatic stop signal working with 'A' marker extinguished in 'on' position through approved means of communication after ensuring conditions and procedure prescribed under special instructions;

(c) in case the Loco Pilot is unable to contact the Station Master of station ahead, he shall pass the signal at 'on' after waiting for five minutes at the signal and proceed cautiously and be prepared to stop short of any obstruction, at a speed not exceeding ten kilometers an hour upto the next Signal and act as per aspect of this signal; and

(d) the Loco Pilot shall report the failure of mid-section modified semi-automatic stop signal to the Station Master of the station ahead.”

Item No: 7

Add SR 4.08.2.1 and SR 4.08.2.2:-

SR 4.08.2.1: In case both the speedometers of diesel Loco or one speedometer of Electrical Loco are found defective at crew changing points, the train should not be worked till the speedometers are attended to or Loco to be changed, in case it is not feasible to attend the defective speedometers at that crew changing point.

SR 4.08.2.2: In case both the speedometers of diesel Loco or one speedometer of Electrical Loco are found defective during the run, the train should be run with 10% reduction in maximum permissible speed of the train. In this case as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be.

Item No.8

Add SR 4.14.5

SR 4.14.5

In case of Speedometer/ Recorder becoming defective during the run, instructions laid down in SR 4.08.2.2 to be followed

Item No.9

Re-number SR 4.49.2 as SR 4.49.2.1 and add SR 4.49.2.2

SR 4.49.2.2

The guard of the train has to verify application of train brakes by observing the drop in the BP pressure gauge provided in the SLR/BV. In case the brakes have not been applied, the Guard will communicate with the Loco Pilot and find out the reason for non-

application of train brakes. In case assistance is requested by Loco Pilot, the Guard will apply the train brakes by operation of guards emergency brake valve provided in the SLR/BV

Item No.10

SR 9.02.7.3 is amended as follows:

SR 9.02.7.3 In special circumstances like floods etc, or during dense fog, after passing an Automatic Stop signal at 'on' (Red), the Loco Pilot / Motorman of the train hauled by any locomotive including EMU train shall, while moving at a speed not exceeding 10 kmph, should ensure that he maintains reasonable distance at which he is able to observe the flashing tail lamp of the train ahead or the obstruction, as the case may be. The Loco Pilot shall control the speed of the train so as to the able to stop short of the train or obstruction.

Item No.11

Appendix-II, Annexure-IV, Para-2 is amended as follows:

2. Exchange of PN:

(i) Before obtaining/granting Line Clear, Station Master shall inform the Gateman the particulars of train(the number, description and direction) and advise him to close the gate and give PN. Gateman shall record the particulars in the register provided at gate lodge.

(ii) The Gateman on receipt of the particulars of the train shall close the gate and confirm the same by giving his PN to the Station Master.

(iii) Only after receiving the PN from the gateman the Station Master shall obtaining/granting Line Clear .

(iv) Gate once closed can be opened by the Gateman after passage of train/trains. If there is any change in planning of train movement SM has to inform gateman under exchange of PN and then the gateman can open the gate.

Item No.12

Insert SR 3.12.4 after SR 3.12.3

SR 3.12.4: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.13

Insert SR 9.01.7 after SR 9.01.6

SR 9.01.7: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.14

Insert SR 9.03.4 after SR 9.01.3

SR 9.03.4: modified Semi – Automatic Stop signals are not available on South Central Railway.

Item No.15**Add Serial No.15 to SR 4.19.1.1**

Add S.No.15 to SR 4.19.1.1

15 Universal key for opening and closing Guard's compartment of SLR.

Item No.16**Insert SR 4.34.5 after SR 4.34.4**

SR 4.34.5

i) For coaching trains, at originating station, the TXR staff shall close the doors of Guard's compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front / middle SLR and lock with Universal lock. TXR to make an endorsement on BPC to this effect.

Item No.17**Insert SR 4.57.3 after SR 4.57.2**

SR 4.57.3

For any reason, if the Guard has to leave SLR/BV, he should apply hand brakes of SLR/BV before leaving. After completion of work before giving signal for the train to start, the Guard shall ensure that the hand brakes are released.

This is issued with the approval of the Competent Authority.

All concerned may please be notified.

for Chief Operations Manager

Copy to:- COM, PCE, CSO, CCM, CME, CEE, CSTE, CAO/C
CFTM, CPTM, CTPM, CTE, CTE/TP, CBE, CGE, CE/C, CE/C/V, CWE, CMPE/Dsl,
CRSE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, CSE, CCE, CSTE/P,
CSTE/C, Dy.CME/R&L.

CRS/SCC/SC.

Sr.DOM/ DOMs/ SC, BZA, GTL, GNT, HYB & NED
Sr.DSO/ 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

Director, IRISSET/ LGD

Principal: ZRTI/MLY, STTC/MLY, ETTTC/BZA, STC/LGD & ZCETC/KCG

Instructor in-charge : ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager