



दक्षिणमध्यरेल्वे  
South Central Railway

प्रधानकार्यालय/Headquarters Office,  
परिवाहनशाखा/Transportation Branch  
सिकिद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/1 to 2020

दिनांक/Date: 19.04.2021.

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

विषय/Sub: Amendment Slip 1 to SCR G&SR – 2020 (no. 38 to SCR  
G&SR – 2008).

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- I. Following amendments to GRs 1.01 (1), 1.01 (2) and 3.07 (7) that have been notified by the Government of India vide Extraordinary Gazette notification no. 116 dated 05.03.2021 have been notified for implementation in SCR.

Item No. 1 of I of AS-1 dated 19.04.2021.	<b>GR 1.01 (1) in page no. 1 are amended as under:</b> These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2021.
Item No. 2 of I of AS-1 dated 19.04.2021.	<b>GR 1.01 (2) in page no. 1 are amended as under:</b> They shall come into force on the date of their publication in the Official Gazette.
Item No. 3 of I of AS-1 dated 19.04.2021.	<b>GR 3.07 (7) in page no. 22 of 2008 edition and page no. 17 of 2020 edition is amended as under:</b> Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the stop aspect till Line Clear has been obtained from the station ahead in case of (i) & (ii) above and until the level crossing gates have been closed and locked for the passage of trains as in case of (iii) above.

(आर. धनन्जयूलू/R. Dhananjayulu)

(प्रमुख मुख्य परिचालन प्रबन्धक/

Principal Chief Operations Manager)

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I. The following amendments has been given for implementation:

Item No. 1 of II of AS-1 dated 19.04.2021.	<b>SR 2.01. (a) in page no. 8 of both the editions is amended as –</b> The copy of the rules to be supplied by Railway Administration under General Rule 2.01 may be hard copy or electronic copy of document or relevant extracts thereof.
Item No. 2 of II of AS-1 dated 19.04.2021.	<b>Item nos. 14 of SR 4.19.1.1 and 7 of SR 4.19.2 in page nos. 109 &amp; 110 of 2008 edition and 102 &amp; 103 of 2020 edition are amended as –</b> Copy of SCR G&SR
Item No. 3 of II of AS-1 dated 19.04.2021.	<b>Delete existing SR 4.19.3 in page no. 110 of 2008 edition and 103 of 2020 edition and insert the following as SR 4.19.3.</b> Each Guard (with him/her or in Guard Van ) and Loco Pilot (with him/her or in Loco) while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under SR 2.01 (a) and a copy (in hard or electronic form) of the Working Time Table and the all correction slips and appendices, if any, in force on that section of the Railway over which the train is to run.
Item No. 4 of II of AS-1 dated 19.04.2021.	<b>SR 4.35.3 in page no. 124 of 2008 edition and 120 of 2020 edition is amended as –</b> On receipt of Station Master's permission to start the train and when all the work in connection with the train is completed, the Guard shall sound his whistle and display a green flag by day and a green light by night to the Loco Pilot to start his train.
Item No. 5 of II of AS-1 dated 19.04.2021.	<b>SR 4.42.3 in page no. 126 of 2008 edition and 123 of 2020 edition is amended as –</b> Delete SR 4.42.3.1. and renumber SR 4.42.3.2 as 4.42.3.
Item No. 6 of II of AS-1 dated 19.04.2021.	<b>SR 4.60.1.1 in page no. 134 of 2008 edition and 133 of 2020 edition is amended as –</b> On arrival of the train at the end of the journey or at the Guard changing station, the Guard shall hand over the brake-van equipment and train papers, parcels, luggage, etc., as required and sign the Guard's Sign 'on' and Sign 'off' duty register.

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(आर. धनन्जयूलू/R. Dhananjayulu)  
(प्रमुख मुख्य परिचालन प्रबन्धक/  
Principal Chief Operations Manager)

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Item No. 7 of II of AS-1 dated 19.04.2021.	<p><b>SR 6.05.1.1 in page no. 169 of 2008 edition and 170 of 2020 edition is amended as –</b></p> <p>The Guard/Loco Pilot shall contact Station Masters/SCOR/TPC telephonically, advise the location (Kilometreage) of engine and brake-van and ask for relief engine. If Guard/Loco Pilot cannot contact Station Masters/SCOR/TPC telephonically, the Assistant Loco Pilot/Guard or any other railway servant deputed by the Guard shall walk to the nearest station or send the message, indicating the location (Kilometreage) of engine and brake-van and ask for relief engine through the Loco Pilot of a train proceeding on adjacent line (Double/Multiple) seeking relief engine.</p>
Item No. 8 of II of AS-1 dated 19.04.2021.	<p><b>SR 6.06.1 in page no. 171 of 2008 edition and 171 of 2020 edition is amended as –</b></p> <p>If a Loco Pilot enters a block section without an authority to proceed or without a proper authority to proceed, after taking action as stipulated in GR 6.06 (1) and (2), the report of occurrence explaining the circumstances shall be sent to the Station Master of nearest station through the Assistant Loco Pilot. When the report is sent to the station in rear, the Station Master shall arrange to send a PLCT to the Loco Pilot of the train to proceed to the next station duly suspending the block working. Proper entries should be recorded in the TSR. In case the report is sent to the station in advance, the Station Master shall immediately inform the control and the Station Master at the other end of the block section and send a Caution Order for the train to come to his station duly suspending the block working. Proper entries should be recorded in the TSR. On arrival of the train, the Station Master shall intimate the station at the other end of the block section by a message supported by a Private Number of the complete arrival of the train at his station.</p>

Please note and notify to all concerned.

Necessary printed page replacements to the relevant pages will be issued in due course.

Encl: Annexure to Amendment Slip no. 1 to 2020 edition showing existing and amended SRs for pasting in the Assurance Register by Station Superintendent for information to all the staff under him.

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**(आर. धनन्जयूलू/R. Dhananjayulu)**  
**(प्रमुख मुख्य परिचालन प्रबन्धक/**  
**Principal Chief Operations Manager)**

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

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**(आर. धनन्जयूलू/R. Dhananjayulu)**  
**(प्रमुख मुख्य परिचालन प्रबन्धक/**  
**Principal Chief Operations Manager)**

The following table showing existing and amended rules shall be pasted by Station Superintendents in the Assurance Registers for obtaining acknowledgements of all Operating staff under his/her control.

Item No.	GR/SR No.	Existing GR/SR	SR after Amendment/Addition
I. (1)	1.01 (1)	These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2020.	These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2021.
I. (2)	1.01 (2)	They shall come into force on the date of their publication in the Official Gazette.	No Change
I. (3)	3.07 (7)	Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with a Stop signal protecting a level crossing. When a colour Distant signal is combined with the last Stop signal of the station in rear or with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the 'Stop' aspect till Line Clear has been obtained from the station ahead in the former case and until the level crossing gates have been closed and locked for the passage of trains in the latter case.	Under approved special instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level crossing, arrangement shall be such that the signal shall not display a less restrictive aspect than the 'Stop' aspect till Line Clear has been obtained from the station ahead in case of (i) & (ii) above and until the level crossing gates have been closed and locked for the passage of trains as in case of (iii) above.
II (1)	2.01 (a)	Wherever so required, the Railway Administration can also permit a copy of the Rule Books to be supplied to the Railway Servant as mentioned in GR 2.01 (a), in digital form through an electronic device issued by the Railway Administration.	The copy of the rules to be supplied by Railway Administration under General Rule 2.01 may be hard copy or electronic copy of document or relevant extracts thereof.
II (2)	14/ 4.19	<del>Hand Book on G&amp;SR for Loco-pilots and Guards</del>	Copy of SCR G&SR
	1.1. 7/ 4.19 .2	<del>Hand Book on G&amp;SR for Loco-pilots and Guards</del>	Copy of SCR G&SR

Item No.	SR No.	Existing GR/SR	SR after Amendment/Addition																				
II (3)	4.19.3	<p>S.R. 4.19.3. Brakesman shall be in possession of the following personal equipment.—</p> <table border="1"> <tr> <td>1</td> <td>Hand book on G&amp;SR for Loco Pilots and Guards</td> <td>6</td> <td>A carriage key</td> </tr> <tr> <td>2</td> <td>Working Time Table</td> <td>7</td> <td>Sufficient number of padlocks</td> </tr> <tr> <td>3</td> <td>Ten detonators in a tin case</td> <td>8</td> <td>Guard's memo book</td> </tr> <tr> <td>4</td> <td>Two red flags and a green flag</td> <td>9</td> <td>Two pairs of spectacles with the name engraved thereon, if required.</td> </tr> <tr> <td>5</td> <td>Hand signal lamp</td> <td>-</td> <td>-</td> </tr> </table>	1	Hand book on G&SR for Loco Pilots and Guards	6	A carriage key	2	Working Time Table	7	Sufficient number of padlocks	3	Ten detonators in a tin case	8	Guard's memo book	4	Two red flags and a green flag	9	Two pairs of spectacles with the name engraved thereon, if required.	5	Hand signal lamp	-	-	Each Guard (with him/her or in Guard Van ) and Loco Pilot (with him/her or in Loco) while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under SR 2.01 (a) and a copy (in hard or electronic form) of the Working Time Table and the all correction slips and appendices, if any, in force on that section of the Railway over which the train is to run.
1	Hand book on G&SR for Loco Pilots and Guards	6	A carriage key																				
2	Working Time Table	7	Sufficient number of padlocks																				
3	Ten detonators in a tin case	8	Guard's memo book																				
4	Two red flags and a green flag	9	Two pairs of spectacles with the name engraved thereon, if required.																				
5	Hand signal lamp	-	-																				
II (4)	4.35.3	On receipt of Station Master's permission to start the train and when all the work in connection with the train is completed, the Guard shall sound his whistle and display a green flag by day and a green light by night to the Loco Pilot to start his train. If there is a Brakesman on the train, the Guard shall give the starting signal to the Loco Pilot only after getting a green hand signal from the Brakesman.	On receipt of Station Master's permission to start the train and when all the work in connection with the train is completed, the Guard shall sound his whistle and display a green flag by day and a green light by night to the Loco Pilot to start his train.																				
II (5)	4.42.3.1	Where there is a Brakesman on the train he shall, as soon as his work is completed, show a green hand signal to the Guard and the Guard will give the starting signal to the Loco Pilot only after getting this signal from the Brakesman. Under no circumstances should the Loco Pilot start his train on the Brakesman's signal and should do so only on receiving a green signal from the Guard. The only signal that the Loco Pilot will obey from the Brakesman is a Stop hand signal.	Deleted																				
II (6)	4.60.1.1.	On arrival of the train at the end of the journey or at the Guard changing station, the Guard and Brakesman shall hand over the brake-van equipment and train papers, parcels, luggage, etc., as required and sign the Guard's 'on' and 'off' duty register.	On arrival of the train at the end of the journey or at the Guard changing station, the Guard shall hand over the brake-van equipment and train papers, parcels, luggage, etc., as required and sign the Guard's Sign 'on' and Sign 'off' duty register.																				

Item No.	SR No.	Existing GR/SR	SR after Amendment/Addition
II (7)	6.05 .1.1	The Guard/Loco Pilot shall contact Station Masters/ SCOR/ TPC telephonically, advise the location (Kilometreage) of engine and brake-van and ask for relief engine. If Guard/Loco Pilot cannot contact Station Masters/ SCOR/TPC telephonically, the Brakesman/ Assistant Loco Pilot/Guard or any other railway servant deputed by the Guard shall walk to the nearest station or send the message, indicating the location (Kilometreage) of engine and brake-van and ask for relief engine through the Loco Pilot of a train proceeding on adjacent line (Double/ Multiple) seeking relief engine.	The Guard/ Loco Pilot shall contact Station Masters/ SCOR/ TPC telephonically, advise the location (Kilometreage) of engine and brake-van and ask for relief engine. If Guard/Loco Pilot cannot contact Station Masters/ SCOR/TPC telephonically, the Assistant Loco Pilot/Guard or any other railway servant deputed by the Guard shall walk to the nearest station or send the message, indicating the location (Kilometreage) of engine and brake-van and ask for relief engine through the Loco Pilot of a train proceeding on adjacent line (Double/Multiple) seeking relief engine.
II (8)	6.06 .1.	If a Loco Pilot enters a block section without an authority to proceed or without a proper authority to proceed, after taking action as stipulated in GR 6.06 (1) and (2), the report of occurrence explaining the circumstances shall be sent to the Station Master of nearest station through <del>the Brakesman</del> or the Assistant Loco Pilot. When the report is sent to the station in rear, the Station Master shall arrange to send a PLCT to the Loco Pilot of the train to proceed to the next station duly suspending the block working. Proper entries should be recorded in the TSR. In case the report is sent to the station in advance, the Station Master shall immediately inform the control and the Station Master at the other end of the block section and send a Caution Order for the train to come to his station duly suspending the block working. Proper entries should be recorded in the TSR. On arrival of the train, the Station Master shall intimate the station at the other end of the block section by a message supported by a Private Number of the complete arrival of the train at his station.	If a Loco Pilot enters a block section without an authority to proceed or without a proper authority to proceed, after taking action as stipulated in GR 6.06 (1) and (2), the report of occurrence explaining the circumstances shall be sent to the Station Master of nearest station through the Assistant Loco Pilot. When the report is sent to the station in rear, the Station Master shall arrange to send a PLCT to the Loco Pilot of the train to proceed to the next station duly suspending the block working. Proper entries should be recorded in the TSR. In case the report is sent to the station in advance, the Station Master shall immediately inform the control and the Station Master at the other end of the block section and send a Caution Order for the train to come to his station duly suspending the block working. Proper entries should be recorded in the TSR. On arrival of the train, the Station Master shall intimate the station at the other end of the block section by a message supported by a Private Number of the complete arrival of the train at his station.

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(आर. धनन्जयूलू/R. Dhananjayulu)

(प्रमुख मुख्य परिचालन प्रबन्धक/

Principal Chief Operations Manager)