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No. T.157/G&SR/AS/10 to 2020

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

**विषय/Sub: Amendment Slip no. 10 to SCR G&SR - 2020.**

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

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 1 of AS-10	3.51.6 (56)	...After the work is completed, the person in-charge of the work shall jointly test with the Station Master such signals, points, lock bar, gears etc., and then fill up the second part of the form S&T (T/351) (Reconnection Notice) and obtain the signature of the Station Master on the copy of 'Acknowledgement of the disconnection/reconnection notice'. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master to resume normal working.	...After the work is completed, the person in-charge of the work shall issue Reconnection notice to the Station Master. On receipt of the reconnection notice, Station Master shall jointly test along with the person in-charge of the work the proper working of the reconnected gears. If satisfied on proper working, the Station Master shall then acknowledge the reconnection notice. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master resume normal working.
S. No. 2 of AS-10	3.68.4 (77)	After the defect has been put right, Signal Maintainer issues Reconnection Notice, whereupon the Station Master should satisfy himself, if necessary by a demonstration. Thereafter, the Station Master and the person attending to the fault shall jointly issue a rectification message.	After the defect has been put right, Signal Maintainer shall issue Reconnection notice to the Station Master. On receipt of the reconnection notice, Station Master shall satisfy the proper working of the attended gear, if necessary by a demonstration and then acknowledge the reconnection notice. Thereafter, the Station Master and the person attending to the fault shall jointly issue a rectification message.
S. No. 3 of AS-10	Appendix III Non-Interlocked Working 4.3 (385)	...On completion of the work, the gears will be reconnected and tested, jointly by Operating and S&T officials. Then only Reconnection Notice for resumption of normal working will be given.	...On completion of the work, the person in-charge of the work shall issue Reconnection notice to the Station Master. On receipt of the reconnection notice, Station Master shall jointly test along with the person in-charge of the work the proper working of the reconnected gears. If satisfied on proper working, the Station Master shall then acknowledge the reconnection notice. The signature of the person in-charge of the work on the reconnection notice is the authority for the Station Master resume normal working.

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S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 4 of AS-10	4.25.1.1 (110).	No person must be allowed to work as Guard in charge of any train unless he is qualified in initial/refresher training at ZRTI/MLY and holds valid certificate of competency <del>(in form No. T-28)</del> issued by the Principal/ZRTI/MLY. The booking official is responsible for complying with this rule.	Renumbered as 4.25.1. and amended as: No person must be allowed to work as Guard in charge of any train unless he/she is qualified in initial/refresher training at ZRTI/MLY and holds valid certificate of competency issued by the Principal/ZRTI/MLY. The booking official is responsible for complying with this rule.
S. No. 5 of AS-10	4.25.1.2 (110).	<del>Guards in charge of trains shall ordinarily ride in the rear brake-van. Every Assistant Guard when running on a passenger train will normally travel in the front brake-van and will be under the orders of the Guard of the train.</del>	Deleted.
S. No. 6 of AS-10	1 of 4.25.2. (110 & 111).	Combined Train Report (CTR) The CTR on the prescribed form must be filled by the Guard. This form shall be used for every train <del>(except suburban and material trains for which separate forms are provided)</del> . In explaining detentions to trains, the cause of each detention must be clearly explained. All irregularities in connection with the working of trains such as absence of signals or improper exhibition of signals, lax working of staff, complaints made by Loco Pilots or the travelling public or accidents must be reported in the CTR. Remarks on the following heads must also be passed at the foot of the CTR— <del>Time checked with the SCOR, number of inches of vacuum maintained in the brake-van, weather conditions, whether cautious driving observed, condition of the rolling stock and fittings, defects in lighting on the train, correctness of the brake-van, side and tail lamps and other brake-van equipment. In the case of passenger and special trains, the number of the first aid box and portable field telephone must be recorded;</del>	Combined Train Report (CTR) The CTR on the prescribed form must be filled by the Guard. This form shall be used for every train. In explaining detentions to trains, the cause of each detention must be clearly explained. All irregularities in connection with the working of trains such as absence of signals or improper exhibition of signals, lax working of staff, complaints made by Loco Pilots or the travelling public or accidents must be reported in the CTR. Remarks on the following heads must also be passed at the foot of the CTR— Time checked as per GR 4.03, air pressure in Kgs/cm <sup>2</sup> (in BP in case of single pipe and in both FP and BP in case of twin piped trains) maintained in the brake-van, weather conditions, whether cautious driving observed, condition of the rolling stock and fittings, defects in lighting on the train, correctness of the brake-van, side and tail lamps and other brake-van equipment. In the case of passenger and special trains, the number of the first aid box and portable field telephone must be recorded;
S. No. 7 of AS-10	2 of 4.25.2. (111).	The Guard of a train must, at the end of each trip, before he leaves the station, <del>will make over his</del> CTR to the Station Master for submission to the DRM. Before doing so, he must see that Caution Orders, Line Clear tickets, etc., if any, are obtained from the Loco Pilot and attached to the CTR;	The Guard of a train must, at the end of each trip, before leaving the station, shall hand over the CTR to the Station Master/CCC for submission to the DRM. Before doing so, he must see that Caution Orders, Line Clear tickets, etc., if any, are obtained from the Loco Pilot and attached to the CTR;

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 8 of AS-10	3 of 4.25.2. (111).	Station Masters must maintain a register on the prescribed form <del>(to be kept in carbon process)</del> in which particulars of trains run and CTR received should be recorded. One foil <del>will</del> be retained by the Station Master and the other <del>will</del> be sent to the DRM's office with the CTR daily. In the case of passenger and mixed trains, a copy of the CTR should also be forwarded to the PCOM;	Station Masters/CCCs must maintain a register on the prescribed form in which particulars of trains run and CTR received should be recorded. One foil shall be retained with the Station Master/CCC and the other shall be sent to the DRM's office with the CTR, daily. In the case of passenger and mixed trains, a copy of the CTR should also be forwarded to the PCOM;
S. No. 9 of AS-10	4 of 4.25.2. (111).	Dating of Guard's CTR and Vehicle Guidance:	Dating of Guard's CTR and Vehicle Guidance: The advertised departure according to the time table or train ordering message is to be taken as being the date on which a train runs, i.e., if a train is timed to leave the station at 23.20 hours on the 1st, but does not start till 00.10 hours on the 2 <sup>nd</sup> , it should be shown as a train running on the 1st.
S. No. 10 of AS-10	5 of 4.25.2. (111).	<del>The advertised departure according to the time table or train ordering message is to be taken as being the date on which a train runs, i.e., if a train is timed to leave a terminal station, for example at 23.20 hours on the 1st, but does not start till, 00.10 hours on the 2<sup>nd</sup>, it should be shown as a train running on the 1st.</del>	Deleted
S. No. 11 of AS-10	9 of 4.25.3. (112)	<del>When a bogie carriage i.e., (Coaching stock) is attached to a goods train, it should be counted as equivalent to 2 ½ four-wheeler units for the purpose of calculating the vehicle load of the train.</del>	Deleted.
S. No. 12 of AS-10	10 of 4.25.3. (112)	<del>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.</del>	Deleted.

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 13 of AS-10	4.25.4 (112)	<p>Running of goods trains without Guard: Running trains without Guard should be avoided as far as possible. However, in exceptional circumstances, only goods trains may be run without Guard with the specific orders of Sr.DOM. and a record of such orders shall be maintained in respective control office in a separate register. In case trains are run without Guard, such of the duties of the Guard as can be performed by the Loco Pilot, shall devolve on the Loco Pilot and Assistant Loco Pilot. The following precautions should be taken in all such cases.—</p>	<p>Running of trains without Guard: Running trains without Guard should be avoided as far as possible. However, in exceptional circumstances, only trains not carrying passengers may be run without Guard with the specific orders of Sr.DOM. Normally such trains without guard shall have a brake van or SLR as the rearmost vehicle. Under exceptional circumstances short formation trains not carrying passengers, not exceeding 10 eight wheeler units may be run without guard &amp; without brake van/SLR. A record of such orders shall be maintained in respective control office in a separate register. In case trains are run without Guard, such of the duties of the Guard as can be performed by the Loco Pilot, shall devolve on the Loco Pilot and Assistant Loco Pilot. The following precautions should be taken in all the above cases.—</p>
S. No. 14 of AS-10	1 of 4.25.4. (112)	<p><del>It should be ensured that the train is provided with continuous vacuum/air pressure from the engine to the rearmost vehicle, which may be a brake van. If no Guard is provided either at an intermediate point or the crew changing station, the Loco Pilot on being informed by the Station Master, shall examine the brake power of the train and ensure that the rear-most four pistons are in proper working order. Before signing the BPC, the Loco Pilot shall ensure that the required amount of vacuum/air pressure is provided in the brake-van. Vacuum gauge/air pressure gauge shall be provided by the originating station.</del></p>	<p>Loco Pilot shall ensure that the train is provided with continuous air pressure from the engine to the rearmost vehicle. Where air pressure gauges are provided, the Loco Pilot shall also ensure that the required amount of air pressure is available in the brake-van or SLR or rear cab of MEMU/DEMU.</p>
S. No. 15 of AS-10	2 of 4.25.4 (112)	<p><del>Last vehicle indicator must be made available to the Loco Pilot and it shall invariably be fixed to the tail end of the rear-most vehicle by the Loco Pilot. The tail lamp is essential in running such a train in the night time.</del></p>	<p>Last vehicle indicator (Tail Board/Tail Lamp) shall be fixed to the tail end of the rear-most vehicle by Station Staff. The Loco Pilot shall ensure provision of the same.</p>

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 16 of AS-10	4 of 4.25.4. (113)	The Station Master of the block station controlling the IBS, <del>on becoming aware that the train is running without Guard</del> , shall not dispatch a train in rear of this train up to IBS unless the <del>goods</del> train without Guard reaches the station ahead.	The Station Master of the block station controlling the IBS signal, shall not dispatch a passenger carrying train in rear of the train running without guard up to IBS signal, unless the train without Guard reaches the station ahead.
S. No. 17 of AS-10	9 of 4.25.4. (113)	In Automatic Block territory, no train shall be allowed to follow until the preceding train <del>which has been allowed to run</del> without Guard, has arrived complete at the next reporting station <del>in advance</del>	In Automatic Block signalling territory, no passenger carrying train shall be allowed to follow until preceding train running without Guard, has arrived complete at the next reporting station. Once a non-passenger train with guard or light engine has been allowed behind the train running without Guard, passenger carrying trains can be dispatched.
S. No. 18 of AS-10	10 of 4.25.4. (113)	When a train running without Guard encounters <del>vacuum/air</del> pressure trouble en route, the following steps <del>are required to be</del> taken by the Loco Pilot /Assistant Loco Pilot.— (i) The Assistant Loco Pilot should check complete train for any leakage, hose pipe disconnections etc., and attend to it. The help of C & W staff or Pointsmen shall be taken when the <del>vacuum/air</del> pressure trouble occurs <del>within station limits</del> . (ii) The Assistant Loco Pilot should also ensure that all the cut-off angle cocks of air braked wagons are in open condition except the rear angle cock of rear most vehicle and the front angle cock of the train engine. (iii) The Assistant Loco Pilot should ensure the <del>vacuum/air</del> pressure continuity by operating the brake-van valve/cut-off angle cock of the last vehicle. (iv) The Loco Pilot should regulate the speed of the train depending on the 'feel test' conducted by him in the first block section.	When a train running without Guard encounters air pressure trouble en route, the following steps shall be taken by the Loco Pilot /Assistant Loco Pilot.— (i) The Assistant Loco Pilot should check complete train for any leakage, hose pipe disconnections etc., and attend to it. The help of C & W staff or Pointsmen shall be taken when the air pressure trouble occurs at station. (ii) The Assistant Loco Pilot should also ensure that all the cut-off angle cocks of air braked wagons are in open condition except the rear angle cock of rear most vehicle and the front angle cock of the train engine. (iii) The Assistant Loco Pilot should ensure the air pressure continuity by operating the brake-van valve/rear cut-off angle cock of the last vehicle. (iv) The Loco Pilot should regulate the speed of the train depending on the 'feel test' conducted by him in the first block section.
S. No. 19 of AS-10	Note-1 under SR 4.25 (113)	<del>Running of passenger carrying trains without Guard should not be permitted.</del>	Deleted.
S. No. 20 of AS-10	Note-2 under SR 4.25 (113)	<del>Running of goods train without Guard should not be permitted if the last vehicle is not brake van.</del>	Deleted..

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 21 of AS-10	Note-3 under SR 4.25 (113)	<del>Whenever coaches/saloons not carrying any passengers, up to a maximum of two (2) are required to be moved from one station to other, it is sufficient if the last vehicle of the train is provided with tail board/tail lamp and no Guard is required to work. Such movement shall be permitted only between Hyderabad Secunderabad Kacheguda and between Vijayawada Guntur. While working in Automatic Block section territories, para 4.9 shall be adhered to.</del>	Deleted.
S. No. 22 of AS-10	4.42.1 (122)	Exchange of "all-right" signals.	Method of exchange of "all-right" signals.
S. No. 23 of AS-10	(1) of 4.42.1 (122)	<del>The "all-right" signal is given by holding out the green flag horizontally by day and by waving the green light horizontally by night. This signal shall normally be exchanged on the platform side unless the track is on a curve and signals cannot be seen from that side. When a train starts after stopping outside the station limits, the signals shall be exchanged on the left hand side, unless the track is on a right hand curve, in which case signals shall be exchanged from the other side.</del>	The "all-right" signal is given by holding out the green flag horizontally by day and by showing the green light horizontally by night.
S. No. 24 of AS-10	NIL	NIL	<p>Inserted the following as (2) of SR 4.42.1.</p> <p>In case of full length trains / longer loads, when it is not possible to exchange the signals physically and the conditions for exchange of "all-right" signals have been fulfilled, Walkie Talkies may be used for exchange of "all-right" signals between Loco Pilot and Guard.</p> <p>In such case, the Guard and Loco Pilot shall clearly mention their identity along with Train number while communicating and also confirm the identity of the speaker at the other end.</p> <p>At stations, where the Loco Pilot and Guard cannot exchange "all-right" signals either physically or through walkie-talkies, the Station Master or a Competent Railway Servant shall relay the "all-right" signals exhibited by the Loco-Pilot and Guard to each other.</p>

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 25 of AS-10	NIL	NIL	<p>Inserted the following as (3) of SR 4.42.1                      While working trains, like Vande Bharat, where red &amp; green lights have been provided at top corners on both the ends for exchange of all-right signals, Loco Pilots and Guards shall exchange all-right signals to the station staff by switching on such lights of their respective units. They shall also convey the signals to each other through telecommunication provided in the train between the front and rear units or by speaking on walkie-talkie.</p>
S. No. 26 of AS-10	(2) of 4.42.1 (122)	The Loco Pilot may depute the Assistant Loco Pilot to exchange "all-right" signals on his behalf.	Renumbered as (5) of 4.42.1. No change in content.
S.No. 27 of AS-10	4.42.2 (122)	<p><del>Exchange of "all-right" signals between the Guard and the Loco Pilot.</del>  <del>To ensure that the Guard is in his brake-van and that the train can proceed, "all-right" signals shall be exchanged between the Guard and the Loco Pilot as detailed below:-</del></p> <p>(1)When a train starts after stopping at a station.                      (2)When a train starts after stopping between stations.                      (3)When a train runs through a station.                      (4)While passing through ghat section.                      (5)When approaching important girder bridges.                      (6)When the last vehicle of the train has cleared the restricted length i.e., Caution order spot.                      (7)After clearance of the loop line cross-over points, when a train passes through loop lines at a station.</p> <p><del>In case of clauses 1 and 3. above, the "all-right" signals shall be exchanged until the engine has passed the Advanced Starter, except in case of longer loads where either the Guard's hand signals cannot be seen or alright signal could not be communicated with walkie talkie, for some reason or other, the Loco Pilot must exercise utmost vigilance and be guided by the signals exhibited by the Station Master and the Cabin staff and thereby satisfy himself that it is safe to proceed. If the Loco Pilot does not get the signal from the Guard or the Station Master and the Cabin staff, he shall stop the train and ascertain the cause.</del></p>	<p>Circumstances during which all-right signals have to be exchanged:</p> <p>(1)When a train starts after stopping at a station.                      (2)When a train starts after stopping between stations.                      (3)When a train runs through a station.                      (4)While passing through ghat section.                      (5)When approaching important girder bridges.                      (6)When the last vehicle of the train has cleared the restricted length i.e., Caution order spot.                      (7)After clearance of the loop line cross-over points at a station.                      (8)When any train is passing on adjacent line(s).</p>

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S.No. 28 of AS-10	4.42.3 (122)	<p>When a train starts after stopping at a station.</p> <p><del>When a train starts after stopping at a station, the Guard shall look back and satisfy himself that no Stop hand signal is given by any of the station staff as a warning that there is anything wrong with the train and that the train is complete. He shall then exchange the "all-right" signal with the Loco Pilot of the train. The Loco Pilot shall acknowledge it by giving a long whistle in addition to exchanging the signals with the Guard of the train.</del></p>	<p>When a train starts after stopping at a station.</p> <p>In order to start a train, Loco Pilot and Guard shall follow GR 4.35. They shall exchange "all-right" signals normally on the platform side unless the track is on a curve and signals cannot be seen from that side. The "all-right" signals shall be exchanged until the engine has passed the Advanced Starter. If there is visibility problem on both sides, the procedure as per (2) of SR 4.42.1 shall be followed. If the Loco Pilot does not get the signal from the Guard through any of the above means, he/she shall give two short whistles and if there is no response, shall stop the train to ascertain the cause.</p> <p>The Guard shall look back and satisfy himself that no Stop hand signal is given by any of the station staff as a warning that there is anything wrong with the train.</p>
S.No. 29 of AS-10	4.42.4	<p>When a train starts after stopping between stations.</p> <p>The Guard shall give the usual starting signal and the Loco Pilot shall acknowledge it by giving one long and one short whistle and start the train. After the train has started the Guard and the Loco Pilot shall exchange the "all-right" signals as indicated in para 4.1. If the Loco Pilot does not get the signal from the Guard, he shall give two short whistles and if there is no response, he shall stop the train to ascertain the cause.</p>	<p>When a train starts after stopping between stations.</p> <p>After ascertaining the reason for stoppage and it is safe to restart the train, the Guard shall give the usual starting signal and the Loco Pilot shall acknowledge it by giving one long and one short whistle and start the train. After the train has started the Guard and the Loco Pilot shall exchange the "all-right" signals on the left hand side, unless the track is on a right hand curve, in which case signals shall be exchanged from the other side. If there is visibility problem on both sides, the procedure as per (2) of SR 4.42.1 shall be followed. If the Loco Pilot does not get the signal from the Guard through any of the above means, he/she shall give two short whistles and if there is no response, shall stop the train to ascertain the cause.</p>



S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 30 of AS-10	(1) of 4.42.5. (122 & 123)	<p>When a train runs through a station, the Station Master shall exhibit "all-right" signals to the train himself standing on the platform side, if all is right for the train to continue the journey. Similarly the Cabin Assistant Station Master or Switchman or Cabinman shall exhibit "all-right" signal from the cabin except as provided for in sub clause 5.4 below. A competent railway servant in proper uniform shall be deputed for showing "all-right" signal from off side. While running through a station the Loco Pilot and the Guard shall be on the look-out for such signals. In case the Loco Pilot and the Guard do not receive such a signal, they shall exercise extra caution to ensure that all is right for the train to run through. Failure on the part of the station staff to display the signal shall be reported in the CTR.</p>	<p>When a train runs through a station, the Station Master shall exhibit "all-right" signals to the train himself standing on the station side, if all is right for the train to continue the journey. Similarly the Cabin Station Master shall exhibit "all-right" signal from the cabin except as provided for in sub clause 4 below. A competent railway servant in proper uniform shall be deputed for showing "all-right" signal from off side. While running through a station the Loco Pilot and the Guard shall be on the look-out for such signals and exchange with station staff and also with each other. The Loco Pilot of a train shall give a long whistle in addition to exchanging the "all-right" signals.</p> <p>In case the Loco Pilot and the Guard do not receive such a signal, they shall exercise extra caution to ensure that all is right for the train to run through. Failure on the part of the station staff to display the signal shall be reported in the CTR.</p> <p>If the Loco Pilot and/or Guard fail to exchange the "all-right" signal, and/or Loco Pilot fails to give a long whistle, the Competent Railway Servant on offside shall inform to the Station Master. The Station Master upon receiving such information or noticing failure of exchange of alright signals by Loco-Pilot or Guard, shall inform the station in advance to stop the train and on arrival ascertain the reason thereof, before allowing the train to proceed further.</p> <p>If the Loco Pilot does not get the signal from the Guard, he/she shall give two short whistles and if there is no response, shall stop the train to ascertain the cause.</p> <p>Where a station is having a Traffic Level Crossing Gate and the Gate lodge is on off side and is being manned, Sr.DOM may dispense with the exchange of "all-right" signals from off side. Such dispensations shall be incorporated in respective stations' Station Working Rules and in WTT.</p>

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S.No. 31 of AS-10	(2) of 4.42.5. (123)	<p>If anything unusual is noticed during the passage of the train such as, goods falling off, vehicle on fire, hot axle box or other mishap likely to foul or obstruct the railway line, the Station Master or Cabin Assistant Station Master or <del>Switchman</del> or <del>Cabinman</del> shall show a Stop hand signal to stop the train. In case it is not possible to stop the train by the exhibition of a Stop hand signal and/or information received from Loco Pilot and/or Guard, who have noticed the unusual in the passing train either at station or mid-section, as in the case of SR 4.42.8, he shall at once –</p> <p>(i) advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or keep IBS, if any at 'on' and advise Loco Pilot of the circumstances when he contacts on IB phone and/or</p> <p>(ii) inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone and/or</p> <p>(iii) advise the station in advance to stop and examine the train.</p> <p>Till such time the affected train arrives complete at the station in advance, the Station Master/Cabin Assistant Station Master on either end of the block section shall not allow any train or trains running on adjacent line or lines to enter the section. Thereafter the trains may be permitted to enter the section after advising the Loco Pilots of the circumstances and warning them through a Caution Order to keep a sharp look-out. Issuing of Caution Order shall be discontinued only when it has been ascertained that the block section is free from obstruction.</p>	<p>If anything unusual, other than train parting, is noticed or information received such as, goods falling off, vehicle on fire, hot axle box or other mishap likely to foul or obstruct the railway line, Stop hand signal shall be shown to stop the train.</p> <p>In case it is not possible to stop the train by the exhibition of a Stop hand signal, the Competent Railway Servant on offside shall inform to the Station Master. The Station Master upon receiving such information or noticing such unusual by himself/herself shall at once -</p> <p>(i) advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or keep IBS signal, if any at 'on' and advise Loco Pilot of the circumstances when he/she contacts on telephone attached to IBS signal and/or</p> <p>(ii) inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone and/or</p> <p>(iii) advise the station in advance to stop and examine the train.</p> <p>Till such time the affected train arrives complete at the station in advance, the Station Master/Cabin Station Master on either end of the block section shall not allow any train or trains running on adjacent line or lines to enter the section. Thereafter the trains may be permitted to enter the section after advising the Loco Pilots of the circumstances and warning them through a Caution Order to keep a sharp look-out. Issuing of Caution Order shall be discontinued only when it has been ascertained that the block section is free from obstruction.</p> <p>In case of train parting, the Station Master and the Competent Railway Servant shall exchange signals as per SR 2.11.1.</p>

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S.No. 32 of AS-10	(3) of 4.42.5. (123)	On the double line section when two trains are running through the station at the same time, the Station Master on duty will exchange "all-right" signal with the Guard and the Loco Pilot of one train and a competent railway servant in proper uniform shall be deputed for exchanging "all-right" signal with the Guard and the Loco Pilot of the other train.	On double line/multiple line section when two/more trains are running through the station at the same time, the Station Master on duty shall exchange "all-right" signal with the Guard and the Loco Pilot of train nearest to station side and a competent railway servant in proper uniform shall be deputed for exchanging "all-right" signal with the Guard and the Loco Pilot of the train nearest to off side.
S.No. 33 of AS-10	4.42.7. 1 (123 &125)	<del>When trains are given a run through at any station, the Loco Pilot, the Guard and the Station Master shall exchange the "all-right" signals. If the Loco Pilot fails to exchange the "all-right" signal, the Station Master shall inform the station in advance to stop the train and on arrival, ascertain the reason thereof before allowing the train to proceed further.</del>	Deleted.
S.No. 34 of AS-10	4.42.7. 2 (125)	<del>The Loco Pilot of a train shall give a long whistle while running through a station in addition to exchanging the „all-right" signals. If the Loco Pilot fails to do so, the Station Master shall advise the station in advance to stop the train out of course and checkup whether the Loco Pilot is fully alert and vigilant.</del>	Deleted.
S.No. 35 of AS-10	4.42.7. 3 (125)	<del>In case of longer loads if the Loco Pilot and the Guard of the train cannot see each other's "all-right" signals clearly for some reason or the other, while running through a station, they shall observe the signals exhibited by the Station Master and other station staff and ensure that the train is proceeding in a safe and proper manner.</del>	Deleted.
S.No. 36 of AS-10	4.42.7. 4 (125)	Loco Pilots/Motormen of DEMUs, DHMUs, EMUs and MEMUs are exempted from exchanging "All right" signals.	Renumbered as (6) of SR 4.42.1 and amended as: Loco Pilots/Motormen of DEMUs, DHMUs, EMUs and MEMUs are exempted from exchanging 'All right' signals. However, they shall be alert to observe the signals that are being given by the Guard or Station staff and be prepared to take appropriate action.

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S.No. 37 of AS-10	4.42.8. (125)	Loco Pilots and Guards of all trains will be responsible to watch any train passing on the adjacent line/s and exchange "all-right" signals with the Loco Pilot / Guard of such trains. They should exhibit Stop hand signal, should any condition be noticed on that train which may endanger safety in order to attract the attention of its Loco Pilot and/or Guard. In case the train is not stopped after the exhibition of a stop hand signal, Loco Pilot and/or Guard at station / midsection shall at once advise the Station Master of the station/Station Masters of that section about the unsafe condition of the train.	Renumbered as 4.42.7 and amended as:  Loco Pilots and Guards of all trains shall watch any train passing on the adjacent line(s) and exchange "all-right" signals with the Loco Pilot/ Guard of such trains. They should exhibit Stop hand signal, should any condition be noticed on that train which may endanger safety, except in case of train parting, in order to attract the attention of its Loco Pilot and/or Guard. In case the train is not stopped after the exhibition of a stop hand signal, Loco Pilot and/or Guard at station / midsection shall at once advise the Station Master of the station/Station Masters of that section about the unsafe condition of the train.  In case of train parting, the Loco Pilot/Guard shall exchange signals as per SR 2.11.1.
S.No. 38 of AS-10	4.42.9 (125)	Guards of trains provided with "Air conditioned" SLR/LR shall show the "all-right" signal to station staff by switching on the flickering tail light and to the Loco Pilot by speaking on telephone. In order to help the Loco Pilot to keep the train under proper control while passing over a speed restricted length, the Guard shall speak on telephone after the last vehicle has cleared the restricted length.	Renumbered as (4) of 4.42.1. and amended as:  Guards of trains provided with "Air conditioned" SLR/LR shall acknowledge all-right signals given by station staff by exhibiting proceed hand signals and communicate the all-right signals to the Loco Pilots by speaking through telecommunication provided in the train between SLR/LR and Engine or on walkie-talkie.

Please note and notify to all concerned.

**(B. Nagya)**  
**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.