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No. T.157/G&SR/AS/11 to 2020

Date: 22.08.2023.

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

Sub: Amendment Slip no. 11 to SCR G&SR - 2020.

- Ref: 1. ED/Safety-II, Railway Board letter no. 2021/Safety(A&R)/19/49 dated 26.07.2023 and**
- 2. Government of India's Extraordinary Gazette Notification no. 420 dated 21.07.2023.**
- 3. Government of India's Extraordinary Gazette Notification no. 429 dated 25.07.2023.**

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- I. Government of India has notified the following amendments to Indian Railway (Open Line) General Rules, 1976 vide Extraordinary Gazette Notification and published vide GSR 526(E) dated 21.07.2023, under reference-2. The same is reproduced for information and necessary action.

Item No.	GR No.	Existing Rule	Rule after Amendment
Item no.1 of AS-11	1.01 (1)	These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2022.	These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2023.
Item no. 2 of AS-11	5.16	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to be observed while performing shunting that – (a) shunting shall be carried out under supervision of authorised competent railway servant; and (b) rake or load should be fully on air brake; and (c) the maximum speed during shunting operations shall not exceed 15 kmph.

Contd...2.

Item No.	GR No.	Existing Rule	Rule after Amendment
Item no.3 of AS-11	8.05 (3)	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules.
Item no. 4 of AS-11	8.10 (2)	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass.	Shunting during reception of trains.— When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules.
Item no. 5 of AS-11	3.47 (1)	NIL	Taking 'Off' signals for more than one train at a time when two or more trains are approaching simultaneously from any direction may be permitted over non-isolated lines; under special instructions when requirements of adequate distance under Rule 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled.
Item no. 6 of AS-11	3.13. (2)	A Calling-on signal, where provided, shall be fixed below a Stop signal governing the approach of a train. Under approved special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.	A Calling-on signal, where provided, shall be fixed below a Stop signal governing the approach of a train. Under special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.
Item no. 7 of AS-11	3.70. (4)	Where under approved special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last Stop signal, the Calling-on signal shall not be taken 'off', unless the conditions for taking 'off' the departure Stop signal above it have been fulfilled.	Where under special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last Stop signal, the Calling-on signal shall not be taken "off" unless the conditions for taking "off" the departure Stop signal above it have been fulfilled.
Item no. 8 of AS-11	3.81 (1) (b)	by taking 'off' the Calling-on signal, if provided under approved special instructions, vide sub-rule (2) of Rule 3.13.	by taking 'off' the Calling-on signal, if provided under special instructions, vide sub-rule (2) of Rule 3.13.

II. Following SRs have been incorporated/Deleted under GR 5.16 and GR 3.47.1.

Item No.	SR No.	Existing Rule	Rule after Amendment														
Item no. 9 of AS-11	5.16	NIL	At stations where shunting movements towards points over which the incoming train is to pass, are permitted under Special Instructions, the following instructions shall be followed:														
Item no. 10 of AS-11	(1) of 5.16	NIL	The shunting movements which are permitted under special instructions should be clearly endorsed on the Signalling & Interlocking Plan and Station Working Rule Diagram.														
Item no. 11 of AS-11	(2) of 5.16	NIL	The details of shunting movements that have been permitted under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:														
			<table border="1"> <thead> <tr> <th rowspan="2">S. No.</th> <th colspan="2">Signalled shunting movements permitted</th> <th rowspan="2">Precautions to be taken</th> </tr> <tr> <th>From Signal No.</th> <th>Towards point no. (over which incoming train is to pass).</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2.</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	S. No.	Signalled shunting movements permitted		Precautions to be taken	From Signal No.	Towards point no. (over which incoming train is to pass).	1.				2.			
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1.																	
2.																	
Item no. 12 of AS-11	(3) of 5.16	NIL	The shunting movement shall normally be carried out with Loco in leading towards the point over which incoming train is to pass.														
Item no. 13 of AS-11	(4) of 5.16	NIL	<p>Shunting movement with engine pushing towards the point over which incoming train is to pass shall be done under exceptional circumstances duly observing the following precautions:</p> <p>(a) One of the shunting staff shall travel in the leading vehicle (towards the direction of movement) of the formation. If there is no facility to travel by the leading vehicle, the shunting staff shall walk by the side of the leading vehicle;</p> <p>(b) The shunting staff shall keep a sharp lookout and continuously exhibit Proceed Hand Signal to the Loco Pilot;</p> <p>(c) During the pushing the Loco pilot shall continuously observe the Proceed Hand Signal that is being exhibited by the shunting staff;</p> <p>(d) In the absence of Proceed Hand Signal from the Shunting Staff, the Loco Pilot shall stop the movement immediately</p> <p>(e) The Shunting staff shall continuously whistle to warn the people on the way and</p> <p>The Loco Pilot shall whistle continuously and keep a sharp look out and be prepared to stop the train short of any obstruction.</p>														

Item No.	SR No.	Existing Rule	Rule after Amendment
Item no. 14 of AS-11	3.47	Taking 'off' signals for more than one train at a time:— When two or more trains are approaching simultaneously from any direction, reception signals can be taken off simultaneously, provided routes on which trains to be received are physically isolated from one another and ensured through interlocking.	Deleted.
Item no. 15 of AS-11	3.47.1	NIL	The Special Instructions obtained vide GR 3.47 (1) for taking 'Off' signals for more than one train at a time simultaneously over non-isolated lines shall be incorporated in Signal and Interlocking Plan and Station Working Rule Diagram under heading "Simultaneous Movements without Physical isolation"
Item no. 16 of AS-11	3.47.2	NIL	All such "Simultaneous Movements without Physical Isolation" shall be included in Station Working Rules along with instructions / special precautions as approved under "Special Instructions" or under "Approved Special Instructions"

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.

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