G&SR AMENDMENT SLIPS 1 TO 34		
SL.NO	DATE OF ISSUE	AMENDMENT SLIP
1.	17.11.2008	AMENDMENT SLIP - 1
2.	29.07.2009	AMENDMENT SLIP - 2
3.	16.10.2009	AMENDMENT SLIP - 3
4.	11.01.2010	AMENDMENT SLIP - 4
5.	31.08.2010	AMENDMENT SLIP - 5
6.	25.11.2010	AMENDMENT SLIP - 6
7.	06.04.2011	AMENDMENT SLIP - 7
8.	10.01.2012	AMENDMENT SLIP - 8
9.	17.07.2012	AMENDMENT SLIP - 9
10.	05.11.2012	AMENDMENT SLIP - 10
11.	23.01.2013	AMENDMENT SLIP - 11
12.	22.07.2014	AMENDMENT SLIP - 12
13.	30.07.2014	AMENDMENT SLIP - 13
14.	05.12.2014	AMENDMENT SLIP - 14
15.	04.02.2015	AMENDMENT SLIP - 15
16.	06.07.2015	AMENDMENT SLIP - 16
17.	08..02.2016	AMENDMENT SLIP - 17
18.	18.08.2016	AMENDMENT SLIP - 18
19.	13.10.2016	AMENDMENT SLIP - 19
20.	18.08.2017	AMENDMENT SLIP – 20
21.	06.09.2017	AMENDMENT SLIP – 21
22.	05.10.2017	AMENDMENT SLIP – 22
23.	14.12.2017	AMENDMENT SLIP – 23
24.	25.01.2018	AMENDMENT SLIP – 24
25.	12.02.2018	AMENDMENT SLIP – 25
26.	26.02.2018	AMENDMENT SLIP – 26

INDEX G& SR AMENDMENT SLIPS		
A.S.No	DATE OF ISSUE	Subject
27	08.11.2018	Digital form Rule books permitted
28	01.01.2019	IB signal may be provided on S/L & M/L and conditions take off signal
29	26.03.2019	Road learning for LP & Guard, Automatic included
30	20.05.2019	Running of trains in Foggy weather
31	24.04.2019	New signal caution order 90 days
32	19.07.2019	U/M LC gates rules removed. RRV on/off tracking
33	05.12.2019	Bell codes in DEMU/MEMU rakes changed.
34	12.12.2019	Permission from SM to Guard to start train in case of sub-urban trains.
35	27.07.2020	Signal repeaters, Testing of signals by SM, line block caps usage & handing over crank handle to S&T staff.
36	30.07.2020	Speed over NI points & turnouts
37	17.09.2020	Automatic sections on SCR & Gradient sections increased.

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,

No.T.157/G&SR/AS-1/New G&SR 2008 Date: 29.07.2009.

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

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 3.66.1and 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 Trolly 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 trolly may, however, convey on his trolly, 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 trolly may convey railway employees on his trolly 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 trolly 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 trolly 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, CEGE, 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, IRISET, 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,

No.T.157/G&SR/AS-3 Date: 16.10.2009.

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

AMENDMENT SLIP No.3 to G & SR

Item No.1

Add this as Appendix XVII

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 at .....hrs / The last Pilot that left .....siding has arrived into this station at .....Hrs.

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 to .....serving 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, CEGE, 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, IRISET, 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, Surburban 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 tippling (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, IRISET / 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.5 Date: 31.08.2010

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 ie., 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 ie., 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 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 the 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, 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
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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
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Director, IRISET / 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

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, CEGE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P & CSTE/C.

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Director, IRISET / LGD
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Instructor In-charge: ATC/KCG, DTTC/BZA & GTL
DCETC/MRGA, GTL, RJY & NED

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,

No.T.157/G&SR/AM -7/Vol.XVIII Date: 06.04.2011.

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 5.06.6is 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 shell 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 bySr.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, CEGE, CELE, CESE, CEE/RS, CSTE, CSE, CCE, CSTE/P, CSTE/C, CSO,Dy.CME/R&L.

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

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 stoop 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 then 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 stoop 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 then 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, IRISET/ 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

No.T.157/G&SR/ AM/Vol.IX Date: 17.07.2012.

Amendment Slip No. 9 to G&SR

Item No.1

The following to be added as New SR 3.04 to GR 3.04:

SR3.04: Under special instructions wherever any signal is located on right side of the track, that signal post shall have an arrow mark showing the line to which the signal is referred

Item No.2

The following to be added as SR 4.42.2.7

7: After clearance of the loop line cross-over points, when a train passes through loop lines at a station.

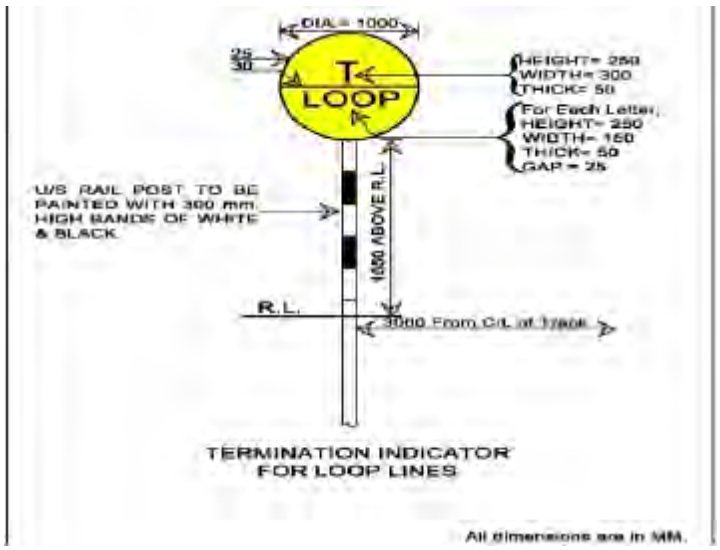
Item No.3

The following to be added as SR 15.09.1.2.5

5: Loop line clearance Board with legend **"T/Loop "** to be provided at stations at a distance of 720 meters after the loop line cross over point.

Item No.4

Add the following Diagram as 'E' in page No 267:



Item No.5

SR 5.23 is modified as follows:

S.R.5.23.1. Action by Station Master / Traffic Staff when vehicles /load/train is to be stabled at station:-

1.1. The vehicles/load/train shall be inside the fouling marks

1.2 The vehicles/load/train be chained and padlocked using at least two chains, one at either end. The padlock keys of the Safety Chains shall be in the personal custody of the Station Master.

1.3 Atleast four wooden wedges/iron skids be used, two each below the outermost pair of wheels at either end;

1.4 Hand brakes of at least 6 wagons from either end must be fully tightened. If hand brakes of any of the first six wagons at each end cannot be applied, hand brakes of subsequent wagons should be applied till six wagons in total are achieved. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;

1.5 The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;

1.6 The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. The padlock keys shall be in the personal custody of the Station Master.

1.7 Line Block Collars must be placed on relevant signal/ point buttons/slides/levers etc.,

1.8 Remarks should be made in TSR and SM diary in Red ink to the effect that 'Line No.____ is blocked and all precautions for securing the load have been taken' as prescribed above;

1.9 After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

2. **Additional precautions to be taken while stabling vehicles/load/train at a station with gradient steeper than 1 in 400 may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-**

2.1 Before vehicles are uncoupled, the hand brakes should be applied, wooden wedges/iron skids, should also be used to prevent vehicles from rolling down;

2.2 As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.

3. **Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are shut down or stabled:-**

3.1 Application of both SA-9 and A-9 brakes;

3.2 Application of hand brake and parking brake;

3.3 Secure the loco with wooden wedges/iron skids provided on the loco;

4.1 Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3 (3.1), (3.2) & (3.3) above;

4.2 Before leaving the Station/Yard, the Loco Pilot and Guard should jointly sign record in the stabled train register to be maintained with Station Master that the load & loco has been secured as prescribed above. If the Loco is not stabled with the formation only guard has to sign in the stabled load register.

Item No.6

SR . 3.64.5.3 is modified as follows :

S. R. 3.64. 5.3. *The normal life of detonators manufactured during 2010 and thereafter is 5 years reckoned from the year of manufacture. The life of the detonators can be extended further for a maximum of 3 more years, provided that detonators which are more than 5 years old are effective*. For this purpose, 2 detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of the detonators of that batch should be extended by one more year, on expiry of which similar tests should be conducted annually to extend the life of the detonators of that particular batch/lot upto a maximum of 8 years from the year of manufacture. In case the results are not satisfactory, they should be destroyed. (The normal life of detonators manufactured prior to the year 2010 to be reckoned as 7 years and can be extended thereafter by conducting the tests for their effectiveness).

S. R. 3.64. 5.3. *The normal life of detonators manufactured during 2010 and thereafter is 5 years reckoned from the year of manufacture. The life of the detonators can be extended further for a maximum of 3 more years, provided that detonators which are more than 5 years old are effective*. For this purpose, 2 detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of the detonators of that batch should be extended by one more year, on expiry of which similar tests should be conducted annually to extend the life of the detonators of that particular batch/lot upto a maximum of 8 years from the year of manufacture. In case the results are not satisfactory, they should be destroyed. (The normal life of detonators manufactured prior to the year 2010 to be reckoned as 7 years and can be extended thereafter by conducting the tests for their effectiveness).

Item No.8

SR . 4.31.5. **is modified as follows**

4.31.5 At the stations after loading/unloading, or tippling(where there is no TXR), or while clearing stabled stock from a station or in case of invalid BPC, the GLP 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.

When a train is ordered without guard and GLP check is necessary the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check.

Note.— The time prescribed for Guard and Loco Pilot (GLP) check of train consisting of 60 units is 30 minutes

When the train is ordered without guard, if GLP check is necessary and Loco Pilot is alone conducting GLP check, 60 minutes time is allowed for a rake consisting of 60 units. (Unit may be a 4 wheeler or 8 wheeler).

Item No.9

The following to be added to Para No.2 of Annexure III of Appendix-II

(v) The opening and closing timings to be recorded in the gate PN exchange register by the gateman on duty.

Item No.10

The following to be added to Para No.2 of Annexure V of Appendix-II

(v) The opening and closing timings to be recorded in the gate PN exchange register by the gateman on duty.

This is issued with the approval of the Competent Authority.All concerned may please be notified.

****

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad.

No.T.157/G&SR/AM -10/Vol.XX Date: 05.11.2012.

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

Sub:- Amendment Slip No.10 to G&SR – 2010.

***

The Amendment Slip No.10 to G&SR – 2010 is enclosed herewith.

As per Gazette notification dated 10.11.2010, the Distant Signal Aspects have been modified in GR 3.07(3) & (4).

This change in aspect or indications of Distant Signal is applicable for Single Distant Territory and not for Double Distant Territories. The amended indications of distant signals shall come into force after change in aspect control circuit of Distant Signals is carried out on a section and from the date notified by the administration.

All the divisions to carry out the required circuit alteration on Single Distant Territories immediately to avoid confusion. After implementation of the alteration, all concerned.to be notified.

This is issued with the approval of competent authority.

CTM/G & PP

CSTE/SC:for information & necessary action please.

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,

No.T.157/G&SR/AM -10/Vol.XX Date: 05.11.2012.

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

Sub:- Amendment Slip No.10 to G&SR – 2010
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 3.07(3) and (4) through Gazette notification dated 10.11.2010. Consequent to this certain amendments to SR3.07 is also issued with approval of Competent authority.

AMENDMENT SLIP No.10 - to G & SR 2010

Item No.1
GR **3.07(3)** and GR **3.07(4) are** amended as follows:-

(3) The aspects and indications of a semaphore Distant signal working in the upper quadrant are shown below:-

Semaphore Distant signal in Multiple-Aspect Signalling Territory

	'On position'	**'Off position'**	
Diagrams same			
ASPECT:	**Caution**	**Attention**	**Proceed**
Indication:	**Proceed and be prepared to stop at next stop signal**	**Proceed and be prepared to pass next Stop signal at such restricted speed as may be prescribed by special instructions Train is being received either on Main Line and is required to stop at the starter signal: or on a Loop Line required to stop at the starter signal or to pass run through via Loop Line.**	**Proceed Block Section ahead is clear, trains is to pass run through the station via., Main Line.**

(4)The aspects and indications of a colour light Distant signal are shown below:-
Colour light Distant signal in Multiple-Aspect Signalling Territory

'On position' **'Off position'**

Diagrams same

ASPECT:	**Caution**	**Attention**	**Proceed**
Indication:	**Proceed and be prepared to stop at next stop signal**	**Proceed and be prepared to pass next Stop signal at such restricted speed as may be prescribed by special instructions Train is being received either on Main Line and is required to stop at the starter signal: or on a Loop Line required to stop at the starter signal or to pass run through via Loop Line.**	**Proceed Block Section ahead is clear, trains is to pass run through the station via., Main Line.**

Note: The change in aspect or indications of a distant signal is applicable for single distant signal territory and not for double distant territory.

Item No.2
SR 3.07 is amended as follows:-

S.R.3.07.1. The indications of the aspects of signals on single Distant Territory are as under:

S. No.	Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Yellow	Red	-	-	-	Stop at Home.
2.	Double Yellow	Yellow	Red	-	-	Stop at Main line Starter
3.	Double yellow	Yellow with route indicator	--	Red	--	Stop at loop line starter
4.	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop
5.	Green	Green	Green -	--	Green	To run through the station via., Main Line

2. Two Distant signals (Distant and Inner Distant) have been provided in some multiple aspect signalling sections. The outermost signal is called 'DISTANT' and the next signal is called 'INNER DISTANT'. The Distant signal is generally placed at a distance of 2 KMs from the Stop Signal. There is no warning board in double distant sections.

The indications of the aspects of these signals are as under:-

S. No.	Distant signal	Inner Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Double Yellow	Yellow	Red	-	-	-	Stop at Home.
2.	Green	Double Yellow	Yellow	Red	-	-	Stop at Main lin e
3.	Green	Green	Green	Green	-	Green	To run through
4.	Double yellow	Double yellow	Yellow with route indicator	-	Red	-	Stop at loop line starter
5.	Double yellow	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop line

Note: The two yellow lights of a distant signal constitute the 'attention' aspect and signify 'proceed, preparing to pass the next stop signal at restricted speed'. Restricted speed indicates the speed which is well under control of the Loco Pilot/Motorman considering the local condition, brake power of the train etc., so that it can be stopped at the next signal if required. The speed as such, to be adjusted by the Loco Pilot / Motorman himself.

3. The aspect and indication of distant signal provided before the gate stop signal and IB signal in both single as well as double distant territories is as follows:

ASPECT:	Caution	Attention	Proceed
Indication:	Proceed and be prepared to stop at signal	Proceed and be prepared to pass next the next Stop signal at such restricted speed as may be prescribed by special instructions	Proceed

4. In case of combination of signals, the indications shall be as under:

i) Gate-cum distant signal –

(a) When the LC gate is open to road traffic – Red
(b) When the LC gates are closed and the train is required to stop at the Home signal – Yellow.
(c) When the LC gate is closed and the train is required to stop at the Main line Starter or Loop line Starter or is required to pass through via Loop line – Double Yellow.
(d) When the LC gate is closed and the train is required to pass run through via Main line – Green.

ii) Intermediate Block Signal (IB) – cum Distant signal –

(a) Whenever the block section ahead is not clear – Red
(b) When the train is required to stop at the Home signal of station ahead – Yellow.
(c) When the train is required to stop at the Main line or Loop line Starter or is required to pass through via Loop line – Double Yellow.
(d) When block section ahead is clear, train is to pass run though the station via Main line – Green.

iii) Last Stop Signal-cum Distant signal of LC gate.

(a) When the line clear has not been obtained from the station in advance – Red.
(b) When the line clear has been obtained and the LC gate is open to road traffic – Yellow.
(c) When the line clear has been obtained and the LC gate is closed to road traffic – Green.

iv) Last Stop Signal-cum distant signal of Intermediate Block signal (IB) –

(a) When the block section is not clear for an adequate distance beyond Intermediate Block Signal – Red.
(b) When the block section is clear for an adequate distance beyond Intermediate Block Signal (IB) and the train is required to stop at Intermediate Block Signal (IB) – Yellow.
(c) When the train is required to pass Intermediate Block Signal (IB) – Green.

Item No.3. Consequent to the above amendment to GR 3.07 (3) & (4) SR 3.08.1 & 2 deleted.

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, CEGE, 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
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, IRISET, 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.

No.T.157/G&SR/Advance AM -/Vol.XI Date: 23.01.2013.

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

Sub:- Amendment Slip No.11 to G&SR – 2010-Item No 1,to 10

* * *

The following modifications to SRs have been given for implementation. .

Item No.1: S.R.5.06.8. is amended as follows:-
SR 5.06.8 SWR should be issued afresh once in five years or after issue of **five** Amendment Slips, whichever is earlier and reviewed as and when required

Item No.2 *AppendixXIV* NOTE (iii) is amended as follows:
AppendixXIV

Note
(iii)The SWR should be issued afresh after every five years or after issue of **five** amendment slips, whichever is earlier and reviewed as and when required

Item No.3 SR.3.79. is amended as follows:-
SR 3.79 Deleted

Item No.4 *Appendix–II (3)Routine duties of Gateman* (vii) is amended as follows:

Appendix-II

(3) Routine duties of Gateman:

(vii) If lifting barriers/leaf gates get damaged or becomes out of order, he shall use the spare chain with disc and padlocks for securing the gate against road traffic.
If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic. If the interlocking arrangement is available for sliding booms, after closing the gate with sliding booms, signals can be taken off. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of normal booms, again entry to be made and PN to be exchanged with SM to this effect

Item No 5: Appendix-II –Annexure-I para 4.. Failure of lifting barriers or leaf gates is amended as follows:

Appendix-II -Annexure-I

4. Failure of lifting barriers or leaf gates:
(iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Note: If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic.
If the interlocking arrangement is available for sliding booms, after closing the gate with sliding booms, signals can be taken off. Before resorting to the use of sliding booms for closing the

gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of normal booms, again entry to be made and PN to be exchanged with SM to this effect.

Item No 6: Appendix-II –Annexure-I para 6.Failure of the gate key, with the gate in open condition is amended as follows:

Appendix-II -Annexure-I

6. Failure of the gate key, with the gate in open condition:
(iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Note: If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic.
If the interlocking arrangement is available for sliding booms, after closing the gate with sliding booms, signals can be taken off. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of normal booms, again entry to be made and PN to be exchanged with SM to this effect.

Item No 7: Appendix-II –Annexure-II para 4.. Failure of lifting barriers or leaf gates is amended as follows:

Appendix-II -Annexure-II

4. Failure of lifting barriers or leaf gates:
(iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Note: If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic
If the interlocking arrangement is available for sliding booms, after closing the gate with sliding booms, signals can be taken off. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of normal booms, again entry to be made and PN to be exchanged with SM to this effect

Item No 8: Appendix-II –Annexure-II para 6.Failure of the gate key, with the gate in open condition is amended as follows:

Appendix-II -Annexure-II

6. Failure of the gate key, with the gate in open condition:
(iii) Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Note: If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic.
If the interlocking arrangement is available for sliding booms, after closing the gate with sliding booms, signals can be taken off. Before resorting to the use of sliding booms for closing the gate, Gateman shall make an entry in the Gate Timing Register and exchange PN with station master. After resuming working of normal booms, again entry to be made and PN to be exchanged with SM to this effect.

Item No 9: Add the following as **SR 4.19.5:**

SR 4.19.5: Brake van equipment, Loco Pilot / Motorman's and Guard's equipment in MEMU / EMU / DEMU / DHMU trains:

4.19.5.1: Brake van equipment

The following brake van equipment in working condition shall be loaded in low tension compartment in each motor coach of MEMU / EMU by the MEMU /EMU shed and in the space available in each Driving Power car of DEMU / DHMU by DSL sheds responsible for primary maintenance. In- charges of the sheds are responsible for ensuring the loading of the stipulated equipment in working condition.
Stretcher – one
Fire extinguishers – two
Wedges – two

4.19.5.2: Loco Pilot's equipment

Loco Pilot / Motorman shall be in possession of the following equipment while working MEMU / EMU / DEMU / DHMU trains:
Red flags – two
Green flag – one
HS lamp (tri-colour) – one
Detonators – Ten
Hand book of G&SR for LPs and Guards

4.19.5.3: Guard's equipment

Guard shall be in possession of the following equipment while working MEMU / EMU / DEMU / DHMU trains:
Red flags – two
Green flag – one
HS lamp (tri-colour) – one
Detonators – Ten
Hand book of G&SR for LPs and Guards
Portable first aid box – one

Item No.10 ***AppendixXIII*** **Para 5 is amended as follows:**

Appendix XIII

5. When the situation mentioned in group (C) arises, the work shall commence only after traffic staff accepts Disconnection Notice.
For undertaking maintenance and repair works under Disconnection the instructions given below to be followed.
a. Signal maintenance and repair works should be done only under clear Disconnection Notice as per provisions contained in Para 11.4 of IRSEM (Part-II). They should also mention the duration of requirement to SM.

b. Disconnection for duration upto one hour should normally be allowed by the SM depending upon trains in the section.

c. If Disconnection is not allowed by the SM, it should be requisitioned again by the S&T Official

and allowed by the Control depending upon the flow of trains. Otherwise, the available slot may be indicated by the Control to the S&T staff.

d. In extreme exigencies, if the maintenance / repair of S&T gear is urgently needed to avoid an accident, the same may be suspended with the approval of Sr. DSTE.

e. For works involving disconnection for more than one hour, a Disconnection schedule jointly signed by Sr.DSTE, Sr.DOM, Sr.DEN & Sr.DEE/TRD should be issued and notified to all concerned and the progress of the joint schedule should be reviewed by the DRMs periodically.

f. For Disconnections / maintenance likely to last for more than a day:

Temporary working instructions must be issued.
The SM shall be responsible for ensuring that relevant points are correctly set, clamped and padlocked.
S&T Officials may restrict the aspect of signals to give only 'caution' aspect.
Thereafter the SM can take 'off' signals after ensuring setting and locking of points.
Temporary Engineering Indicators with speed of 15 KMPH should be placed at the site.

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, CEGE, 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
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
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Director, IRISET, 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,

No.T.157/G&SR/AM -12/Vol.XXII/1 Date: 22.07.2014.

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

Sub:- Amendment Slip No.12 to G&SR – 2010

* * * *

The following modification to GRs & SRs has been given for implementation.

This Amendment supercedes advance correction slip No.12 (item No.1 & 2) issued vide this office letter of even No. dated 01.03.2013 and . 23.04.2013

Item No.1: GR 3.83. is modified as follows:

GR 3.83. Assistance of the engine crew regarding signals.—

(1) The Loco Pilot **and** Assistant Loco Pilot, as the case may be, shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, assist the Loco Pilot in exchanging signals as required.

(3) The provisions of sub-rules (1) and (2) shall, in no way, absolve the Loco Pilot of his responsibility in respect of observance of and compliance with the signals.

Item No.2: SR 4.65.1.4 is modified as follows:

SR 4.65.1.4 Competency Certificate for persons authorised to drive tamping machine:

All self propelled track machines shall be treated as a train for all purposes.

(i) No person shall be permitted to drive any type of track machine unless he has undergone stipulated training and passed the examination at ZRTI/MLY in General and Subsidiary Rules. A Technical Competency Certificate shall be issued by Dy.CE/Track Machines or any other Competent Engineering Officer nominated by PCE.

(ii) The certificate shall be valid for 3 years unless revalidated after undergoing a refresher course at ZRTI.

(iii) He shall possess a certificate of medical fitness issued by a Railway Medical Officer as prescribed in the Medical Manual for Track Machine Operators.(corrigendum to Amendment slip No.12 dated 11.08.2014)

Item No.3: SR 4.50.1 in S.No 9 Add the Following as (h) after (g) :

(h) approaching level crossing from repeater whistle board wherever provided at a distance of 250 mtrs short of Level Crossing.

Item No.4: SR 4.50.3 is modified as follows:

SR 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. **At unmanned level crossings wherever repeater whistle boards have been provided at a distance of 250 mtrs short of level crossings, Loco Pilot shall continuously give engine whistle from the repeater whistle board.**

Item No.5: Para No 9.5.1(ii) of Appendix-VIII **is modified as follows :**

9.5.1. Conditions for attaching of dead locomotive- **ii) Escorting of dead locomotive attached to freight and passenger carrying trains is not necessary if the brakes are fully operational and the dead locomotive is attached next to the train engine. `The dead locomotive is to be escorted by competent person not lower than Assistant Loco Pilot when attached in the rear of the brake van or has defect in under gear equipment.**

Item No.6: Para No 9.5.2 of Appendix-VIII **is modified as follows :**

9.5.2. **Attaching/hauling of dead locomotives by passenger trains:** **v) Dead locomotive can be attached to Mail / Express train including super fast trains but excluding Rajdhani and Shatabdi / Duranto trains.**

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/DsI, CRSE, CEE, CEDE, CPM/RE, CEGE, 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

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, IRISET, 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,

No.T.157/G&SR/AM -12/Vol.XXII/2 Date: 30.7.2014.

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

Sub:- Amendment Slip No.13 to G&SR – 2010

* * *

The following modification to SRs has been given for implementation.

Item No.1: SR 15.18.1.3 is modified as follows:

15.18.1.3 Cycle trollies or trollies which are propelled by pedaling instead of pushing, and **Light Motor trollies/Moped trollies/scooter trollies are driven by a motor**. **They may be** pushed when necessary, but not pulled. Cycle trollies and **Light Motor trollies/ Moped trollies/scooter trollies** are so designed as to be capable of being removed from the track by two men. Seats should also be provided in Cycle trollies and **Light Motor trollies/Moped trollies/scooter trollies** for at least one person other than the person or persons pedaling or driving to sit facing towards the rear continuously to give adequate warning of approaching trains.

Item No.2: SR 15.18.1.5 is modified as follows

1.5 Light Motor trollies/ Moped trollies/scooter trollies shall be treated as Motor trollies in all respects for the purpose of these rules except where otherwise provided for.
Cycle trollies shall be treated as push trollies for all purposes.

Item No.3: Delete 15.26.3.1 and 2 and add the following as 15.26.3:

SR 15.26.3. Working under block protection:
During day, when the visibility is not clear and during night a push trolly shall work only under block protection.

Item No.4: Delete 15.26.4.1 and 2 and add the following as 15.24.4:

15.26.4. Speed of trollies:
The speed of a trolly or cycle trolly shall not exceed 15 KMPH.

Item No.5: SR 15.26.8 & 15.26.9 are modified as follows:

15.26.8. Spring points/Catch siding:
The official in-charge of the Light **Motor trollies/ Moped trollies/ scooter trollies** shall stop short of the spring/ catch siding points, lift it off the track, if necessary and place it on the correct line, before proceeding further.
9. The Official in-charge of the **Light Motor trollies/Moped trollies/scooter trollies**, while approaching level crossings, shall look out for the road traffic and ensure safe passage for his cycle / moped trolly.

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, CEGE, 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
Sr.DME/DMEs/DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED
Sr.DSTE/DSTEs/ SC, B``ZA, GTL, GNT, HYB & NED
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Director, IRISET, 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

* * * *

Principal/ZRTI/MLY

SOUTH CENTRAL RAILWAY

Headquarters Office,
Rules Section
Transportation Branch,
Secunderabad,
Date: 05.12.2014.

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

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

Sub: - Amendment slip No.14 to G&SR – 2011.

Ref: - 1. Railway Board Letter. No.2013/Safety (A&R)/19/12 dated 20.11.2014.
2. The Gazette of India (Ministry of Railways Railway Board -Notification) No.G.S.R 775(E) dated 07.09.2014.

****

Railway Board have issued Amendment to GR1.01 (1), GR 1.01(2) & GR 4.35, for sub-rule (3) through Gazette Notification dated 07.09.2014 and the following modification to GRs has been issued for implementation.

Item No.1: GR1.01 (1), GR 1.01(2) are modified as follows
Short title and commencement.- (1) These rules may be called the Indian Railways (Open lines) General (Amendment) Rules, **2014**. (2) They shall come into force on the date of their publication in the Official Gazette.
Item No.2: GR 4.35,for sub-rule (3) is modified as follows
"(3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle ***or roof of the vehicle*** not intended for the use of passengers. **Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle."**

This is issued with the approval of the Competent Authority.

All concerned may please be notified accordingly.

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, IRISET/ 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

2RTI/mLY

SOUTH CENTRAL RAILWAY

Headquarters office,
Transportation branch,
Rules section,
Secunderabad.
Date: 04.02.2015

No.T.157/G&SR/ AS/Vol.XII/15

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

Sub:- Amendment slip No.15 to G&SR

* * *

The following modification to SR has been given for implementation.

Item No1. Add the following as SR 4.21.1 under GR 4.21 duly numbering SR 4.21 as 4.21.2

SR.4.21.1 All the instruction given under GR.4.21(1) & (2) (b) which is applicable to electric engine shall also be applicable for working of trains by diesel engine having twin cab.

SR.4.21.2 Assistant Loco Pilots may be allowed to drive the engines/trains on certain sections as specified by the DME/DEE (RS) under direct supervision of a Loco Pilot so that in case of emergency the Assistant Loco Pilot can be authorised to drive the train at a restricted speed not exceeding 40 KMPH up to the nearest point where he can be relieved.

Item No2. Delete the 'Note' below SR 3.07.2 and place the same after SR3.07.1 as below

S.R.3.07.1. The indications of the aspects of signals on single Distant Territory are as under:

S. No.	Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Yellow	Red	-	-	-	Stop at Home.
2.	Double Yellow	Yellow	Red	-	-	Stop at Main line Starter
3.	Double yellow	Yellow with route indicator	--	Red	--	Stop at loop line starter
4.	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop
5.	Green	Green	Green -	--	Green	To run through the station via., Main Line

Note: The two yellow lights of a distant signal constitute the 'attention' aspect and signify 'proceed, preparing to pass the next stop signal at restricted speed'. Restricted speed indicates the speed which is well under control of the Loco Pilot/Motorman considering the local condition, brake power of the train etc., so that it can be stopped at the next signal if required. The speed as such, to be adjusted by the Loco Pilot / Motorman himself.

2. Two Distant signals (Distant and Inner Distant) have been provided in some multiple aspect signalling sections. The outermost signal is called 'DISTANT' and the next signal is called 'INNER DISTANT'. The Distant signal is generally placed at a distance of 2 KMs from the Stop Signal. There is no warning board in double distant sections.

The indications of the aspects of these signals are as under:-

S. No.	Distant signal	Inner Distant signal	Home signal	Main Line Starter	Loop line starter	Advanced starter	Indication to Loco Pilot
1.	Double Yellow	Yellow	Red	-	-	-	Stop at Home.
2.	Green	Double Yellow	Yellow	Red	-	-	Stop at Main line Starter
3.	Green	Green	Green	Green	-	Green	To run through
4.	Double yellow	Double yellow	Yellow with route indicator	-	Red	-	Stop at loop line starter
5.	Double yellow	Double yellow	Yellow with route indicator	-	yellow	Green	To run through via loop line

This is issued with the approval of the Competent Authority.

Necessary printed page replacement 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, CEGE, 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
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, IRISET, LGD
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Instructor in-charge : ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

Principals/2RTI/mLY

SOUTH CENTRAL RAILWAY

Headquarters office,
Transportation branch,
Rules section,
Secunderabad.
Date: 06.07.2015

No.T.157/G&SR/AS/Vol.XII/16

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

Sub: Amendment Slip no.16 to G&SR

* * *

The following amendments to G&SR have been given for implementation.

Item no. 1: GR 1.01 in page no. 1 is amended as follows:

(1)These rules may be called The Indian Railways (Open Lines) General (Amendment) Rules 2015.
(2) They shall come into force on the date of their publication in the Official Gazette.

Item no. 2: GR 3.36 (2) (v) in page 54 is amended as follows:

(v) in case of emergency *to avert an accident,*
(aa)Where starter and Advanced Starter taken 'off' for departing trains that is trains starting from station after coming to stop are required to be put back for the purpose of movement of another train for precedence or crossing shall be put back only after taking following precautions:-
(i) Relevant Starter and Advanced Starter may be replaced to 'on' position and thereafter the Loco Pilot of the train for which the signals had been taken 'off' shall be advised by on-duty station Master through a secured means of communication, specified under special instructions or where secured means of communication are not available, through a written a written memo to the effect that the said signals have been replaced to 'on' and that the Loco Pilot shall not start.
(ii) *till the Loco Pilot has been advised through secured means of communication referred to in sub-clause (i) or through written memo and his acknowledgement received, the route set shall not be altered except to avert and accident;* or

Item no. 3: Delete SRs 3.36.5.1; 5.3; 5.3.1; & 5.3.2 and renumber SR 3.36.5.2 as 3.36.5 in page no. 55

Rule v and v (e) 5 (c) of II of appendix XI in page 430 & 431 is amended as follows:

(v) At stations, provided with relay interlocking, after passage of a train the route may get locked up due to failure of a track circuit(s) etc. Efforts should be made to cancel the route with normal cancellation procedure. In case the route still remains locked, the same may be cancelled by applying **Emergency Calling-on Route Cancellation** as per the procedure given under.

Contd...2.

2/10-7-15

6/9/15

2RTE

(e) Press and release the Emergency Calling-on Route Cancellation button.

On doing the above, a white indication appears near the Emergency Calling-on Route Cancellation button and after prescribed time delay, as mentioned in SWR, the route gets released and further trains can be dealt on Calling-on signal, if the track indication(s) continue to show occupied until the track circuit(s) failure is rectified.

However, in case of point track failure, points cannot be altered from panel.

The following precautions shall be taken before resorting to Emergency Calling-on Route Cancellation.

i)The previous trains has arrived complete,
ii)Physically ensure that no vehicle is standing on the portion of track, showing occupied indication, and
iii) Red ink entry shall be made in the TSR for all the movements made with Emergency Calling-on Route Cancellation.

This is issued with the approval of the Competent Authority.

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

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, CEGE, 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
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, IRISET, LGD
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED

for Chief Operations Manager

SOUTH CENTRAL RAILWAY

Headquarters office,
Transportation branch,
Secunderabad
Date: 08.02.2016

No.T.157/G&SR/AS/Vol.XII/17

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

Sub: Amendment Slip no.17 to G&SR

* * *

The following amendments to SR 4.19.1.2 & 4.31.5 of Chapter no. IV of G&SR have been given for implementation.

Item no. 1: SR 4.19.1.2 is amended as follows:

Equipment of Guards working freight trains: In addition to the list given for Guards working passenger carrying trains, the following shall be included. (1) Book of T/609 forms; (2) Vacuum Gauge; (3) BP Pressure Gauge with Adapter; and **(4) FP Pressure Gauge with Adapter**.
However, First Aid Box and Guard Certificate are excluded.

Item no. 2: Insert the following as SR 4.31.5. B and renumber the existing B & C as C & D:

The rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train.

This is issued with the approval of the Competent Authority.

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

All concerned may please note and notify.

for Chief Operations Manager

Principal/SRTI/MZY

SOUTH CENTRAL RAILWAY

Headquarters Office
Transportation Branch
Rules Section
Rail Nilayam
Secunderabad

No.T.157/G&SR/AS/Vol.XII/18 Date: 18.08.2016

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

Sub: Amendment Slip no.18 to G&SR

* * *

The following Subsidiary Rules to GR.3.31 of Chapter III of G&SR have been given for implementation.

3.31 (1) The Loco Pilot of the train having scheduled halt at 'D' class station shall stop his train as per schedule given in the Working Time Table.

3.31 (2) An 'ENGINE STOP' board shall be provided at a distance of 15 mtrs. beyond the point/place on the platform, where it is required to be stopped, for convenience of passengers to detrain and entrain. The size of the board shall be 5 x 1 feet with the letters 'ENGINE STOP', painted in black on yellow back ground on 2.0m high pole.

3.31 (3) To indicate the Loco Pilot of approaching a 'D' class station, a retro-reflective type 'Warning Board' shall be provided on approach end in rear of the 'D' class station, at a distance of 1200 mtrs. from the 'ENGINE STOP' Board.

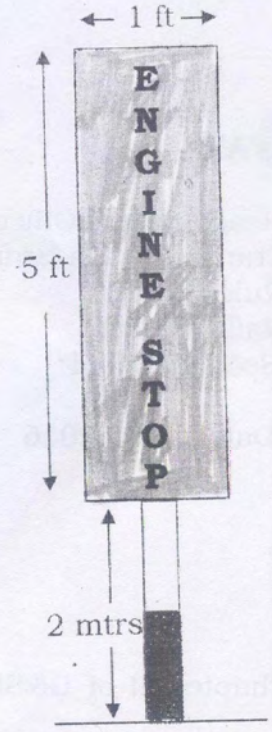
The 'Warning Board' shall be in accordance with the diagram shown below. The board shall consist of square board having each side of 600mm. The Board shall bear the letter 'H' in black colour on yellow background. This board shall be fixed on post 2 mtrs. high from the rail level to the bottom of the board, which is painted with 300mm high bands of white and black.

3.31 (4) The loco-pilot of the train having scheduled halt at 'D' class station shall start his train on Guard's Hand Signal.

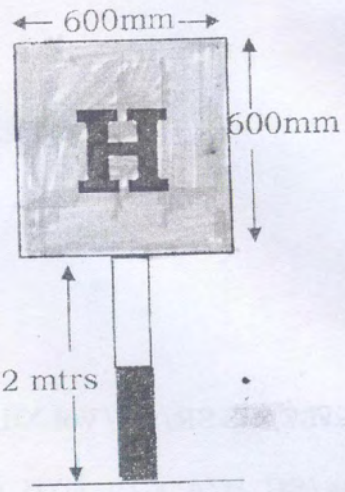
Contd....2.

1/24/8

P/ZRTI/MLY



Engine Stop Board



Warning Board

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

All concerned may please note and notify.

N. Madhusudana Rao
Chief Operations Manager
14/8/12

Copy to: General Managers/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR and WR;
Advisor/Safety (A&R);
CRS/SCC/SC;
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, CSO;
Dy.CME/R&L;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

SOUTH CENTRAL RAILWAY

Headquarters office,
Transportation branch,
Rules Section
Rail Nilayam
Secunderabad
Date: 13.10.2016

No.T.157/G&SR/AS/Vol.XII/19

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

Sub: Amendment Slip no.19 to G&SR

* * *

The following amendments to 'common Instructions for working of Pilots in Appendix – XVII of G&SR have been given for implementation.

Item no. 1: Bullets for 'Common Instructions for both the systems' in Appendix – XVII of G&SR are replaced with nos. 1 to 9.

Item no. 2: After numbering vide Item no.1 above, the Rule no. 9 in the 'Common Instructions for both the systems' in Appendix - XVII of G&SR is amended as follows:

9. **Under exceptional circumstances,** Sr.DOM is authorised to permit engine pushing in Sidings duly considering the following, in addition to the prescribed precautions:
   - **(i) The Station yard is isolated from the siding line;**
   - **(ii) The siding line shall be a short stretch one;**
   - **(iii) There shall not be any non-interlocked LC gate in the path;**
   - **(iv) That there is no gradient of 1 in 400 or steeper in the entire path;**
   - **(v) The line on which trains will be pushed shall have Buffer Stop/Sand Hump.**

While pushing the train, the following precautions shall be followed:

Note: The precautions prescribed under rule no. 9 will remain unchanged.

All concerned may please note and notify.

Chief Operations Manager

Copy to: General Managers/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR and WR;
Advisor/Safety (A&R);
CRS/SCC/SC;
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, CSO;
Dy.CME/R&L;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

Chief Operations Manager

* * *

SOUTH CENTRAL RAILWAY

Headquarters office,
Transportation branch,
Rail Nilayam
Secunderabad
Date: 13.06.2017

No.T.157/G&SR/AS/Vol.XII/20

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

Sub: Amendment Slip no.20 to G&SR

* * *

The following amendments to Rule no. 9.5 of Appendix – VIII of G&SR have been issued for implementation.

Item no. 1: Insert the following under 9.5:

The following combinations of Working and Dead locomotives are permitted:

1. For Goods trains:-
   - (i) One Live Loco + One Dead Loco;
   - (ii) Two Live Locos + One Dead Loco or One Live Loco + Two Dead Locos;
   - (iii) Two Live Locos + Two Dead Locos.
2. For Coaching Trains except Rajdhani/ Shatabdi/Duranto:-
   - (i) One Live Loco + One Dead Loco;
   - (ii) Two Live Locos + One dead Loco;
   - (iii) Two Live Diesel Locos (WDM2/WDG3A/WDM3A/WDM3D) + Two Dead Diesel Locomotives (WDM2/WDG3A/WDM3A/WDM3D), on KZJ-SC/HYB section.

Item no. 2: iii) of 9.5.1 is amended as follows:

In case of maximum permissible speed of the dead locomotives is less than the maximum permissible speed of the train, suitable speed restriction shall be imposed on the train while attaching the dead locomotives;

Item no. 3: iv) of 9.5.1 is amended as follows:

As far as possible brakes should apply on Dead Locomotive(s) in synchronisation with Working Locomotive(s);

Item no. 4: v) of 9.5.1 is amended as follows:

Running of double/triple/quadruple heads is permissible on the section over which the dead locomotive(s) is/are to be hauled.

Item no.5: Add the following as vi) of 9.5.1 renumber existing vi) & vii) as vii) & viii):

If the dead locomotive brakes are functional, it should be attached to next to working locomotive(s) and MR & BC equalising pipes are connected so that the brake power of the dead locomotives can be utilised.

Contd....2

Item no. 6: Add the following as ix) of 9.5.1:

On Dead Locomotive(s) all the Circuit Breakers and Battery Knife Switches shall be off and such other steps be taken to ensure that the Dead Locomotive cannot be started inadvertently;

Item no. 7: Add the following as x) of 9.5.1:

It should be ensured that the reverser handles are placed in neutral position and removed. For long distance movement of Dead diesel-electric/Electric locomotives, the traction motor brushes shall be lifted and properly secured;

Item no. 8: Add the following as xi) of 9.5.1:

The locomotive(s) brakes shall be fully released. The brake pipes and main reservoir pressures shall be fully discharged or vacuum fully destroyed. The MU2B valve shall be placed in trail/dead position.

Item no. 9: Add the following as xii) of 9.5.1:

The Guard & Loco-Pilot of the train shall be issued with Caution Order informing that they shall work the train carefully as the dead locomotive is attached.

Item no. 10: Add the following as xiii) of 9.5.1:

When dead locomotive is attached in rear of the train as last vehicle and cannot work as piped vehicle: (For example pure air brake loco attached to vacuum brake train, breakage of Brake Pipe / its angle cock or any other reason)

i) Only one dead locomotive is permitted to haul.
ii) Such type of dead loco movement is permitted only on gradients not steeper than 1 in 100.
iii) Dead Locomotive shall be accompanied by a competent person not less than Assistant Loco-Pilot. This competent person shall be provided with suitable equipment including walkie-talkie set, flags, detonators, etc. They Guard of the train to which dead locomotive has been attached shall personally ensure that the dead locomotive is accompanied by such a competent person. It will be the duty and the responsibility of the competent person to switch on the flasher light and apply the handbrakes judiciously in case of runaway occurring.

Item no. 11: Insert the following as Rule xiv) of 9.5.1:

Instructions concerning brake system for hauling dead locomotives should be notified to the crew through SOB for both Diesel and Electric locomotives separately.

Item no. 12: Insert the following as Rule xv) of 9.5.1:

Instructions related to Bridges on SCR for haulage of dead locomotives (Two live and Two dead), if any, shall be incorporated by Engineering department.

Contd....3.

Item no. 13: Insert the following as Rule ii) of 9.5.2:

In exigencies like MU loco failures, it is permitted to haul two dead locomotives with two live locos (electrical or diesel) on coaching trains in all sections of SCR to clear the section with a restricted speed of 20 kmph strictly up to the next feasible station where the failed loco may be detached.

Item no. 14: Insert the following as Rule iii) of 9.5.2:

Movement of two dead locomotives with working diesel locomotives on coaching trains (except Rajdhani, Shatabdi and Duranto) is permitted between KZJ and SC/HYB section, subject to compliance of the following conditions:

1. Dead locomotives are attached next to working locomotives and brakes on dead locomotives are functional;
2. As a result of attachment of dead locomotives, the maximum permissible length and maximum permissible load of the train should not be exceeded.
3. In case of maximum permissible speed of the dead locomotive(s) is less than the maximum permissible speed of the train, suitable speed restriction shall be imposed on the train while attaching the dead locomotive(s).
4. Certificate for 'Fit' to run is issued by Section Engineer / Loco Inspector, Power controller of passenger train.
5. As a final check, the coupled locos should be run about 500 meters and the driver shall check for any abnormal rise in temperature of the wheels of the dead locomotive and shall also check it at subsequent stops during the journey.
6. Locomotive with defects in under gear equipment should not be attached.

Item no. 15: Rule ii) of 9.5.2 is renumbered as iv) of 9.5.2 and amended as the following:

Dead locomotive may be attached at originating station or en-route provided that the brake power of mail/express/passenger/mixed train (excluding dead locomotive) is at least 90% when dead locomotive is attached.

Item no. 16: Sub - rule no. iv of 9.5.2 is amended and renumbered as v of 9.5.2:

If the dead locomotive brakes are not functional and it is to be hauled as piped vehicle and when hauled as piped vehicle following conditions shall be observed:

i) Only one dead diesel / electric locomotive is attached to the train and
ii) Brake Power of mail/express/passenger/mixed train (excluding dead locomotive) is at least 90% when dead locomotive is attached.

Contd....4.

Item no. 17: Rule 9.5.3 is amended as following:

Dead locomotive to be treated as piped vehicle when –

a) the dead locomotive brakes are functional but it is not attached next to working locomotive or

b) MR and BC equalising pipes are not connected or

c) the dead locomotive brakes are not functional.

The conditions to be satisfied in these cases are as under:-

a) Only one dead locomotive is permitted to haul.

b) If the dead locomotive is not placed next to the train locomotive, it may be marshalled anywhere on the goods train provided that the distance between the dead loco and the train loco/banking loco (if any) shall be equalled to the largest span of the bridge in the section duly following the below given safety requirements from the point of view of brakes.

1) **Dual brake dead loco on Vacuum train**: Vacuum pipe of the dead loco can be connected with the vacuum train pipe of rolling stock and at least twenty fully vacuum braked 4 wheeler units shall be attached behind the dead locomotive and
2) **Dual Brake dead loco/airbrake loco on air brake train**: brake pipe of dead locomotive shall be attached to brake pipe of the train and at least ten fully braked wagons shall be attached behind the locomotive.

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

All concerned may please note and notify.

Chief Operations Manager

Copy to: Secretary to GM for kind information of GM,
COMs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR and WR;
Advisor/Safety (A&R);
CRS/SCC/SC;
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, CSO, Dy.CME/R&L;
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, IRISET, LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

SOUTH CENTRAL RAILWAY

मुख्य परिचालन प्रबंधक कार्यालय/
Office of Chief Operations Manager,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol.XII/21 दिनांक/Date: 06.09.2017.

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

Sub: Amendment Slip No.21 to G&SR-2008 of SCR

* * *

The following amendments to G&SR have been given for implementation.

Item No.1: S.R. 4.19.2.1 is amended by inserting item no. 3 and renumbering existing item no.3 as item no. 4 (in Page no. 109&110) as under.

2.1.Assistant Loco-pilot shall be in possession of the following personal equipment **along with a hand bag to carry the equipment** issued to Assistant Loco-Pilot, while working a train (Unified SR):
(1) Tri-Colour Torch; (2) Red & Green flags;
(3) **Hammer-cum-Screw Driver** & (4) Working Time Table.

Item no. 2: Rule no. 11.2 of Appendix II to G&SR (at Page no. 345) is modified as under (with modified content in bold)

11.2. The Station Master **on** receiving the advice regarding the removal of the restriction shall advise this fact to the Station Master at the other end of the block section concerned, Station Master of 'notice station' and other railway servants who were advised about it earlier, **under exchange of Private Number**. After issue of the advice regarding cancellation of the Caution Order, the Station Masters may discontinue the issuing of the Caution Order.

Please note and notify to all concerned.

Chief Operations Manager

P.T.O

Copy to: General Managers, COMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR and WR;
Advisor/Safety (A&R);
CRS/SCC/SC;
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, CSO; Dy.CME/R&L;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

Chief Operations Manager

* * *

दक्षिण मध्य रेल्वे
SOUTH CENTRAL RAILWAY

प्रधान कर्यलय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol.XII/22 दिनांक/Date: 25.09.2017.
05.10.2017

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

Sub: Amendment Slip No.22 to G&SR-2008 of SCR

* * *

The following amendments to G&SR have been given for implementation.

Add rule no.3 to SR 2.03 under GR 2.03 (in Page no. 9) as under.

Assurance Register for Amendments to Rule Books:

1. Assurance Register for Amendments to Rule Books shall be maintained to obtain staffs' acknowledgement for having read and understood the amendments to (i) G&SR; (ii) Block Working Manual; (iii) Accident Manual and (iv) Working Time Table.
2. Separate portions shall be maintained for each Rule Book in the Register.
3. Whenever any Amendment is issued to any Rule Book mentioned above, acknowledgement of all staff working at the station shall be obtained.
4. In case of semi-literate and 'C' & 'D' graded staff, Station Master-in-charge shall personally explain in vernacular language and obtain their acknowledgement in token of their having understood the rules. The Station Master-in-charge shall also certify that they have fully understood the contents in the Amendments.

Please note and notify to all concerned.

प्रमुख मुख्य यतायात प्रबन्धक
Principal Chief Operations Manager

P.T.O

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR and WR;
Advisor/Safety (A&R), Railway Board;
CRS/SCC/SC;
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, CSO; Dy.CME/R&L;
Sr.DOM/DOMs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DSO/DSOs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DEN (Co-ord)/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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Dy. GM/OL for translation in to Hindi;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/GTL, RJY & NED.

के वी राव 5/10/17

प्रमुख मुख्य यतायात प्रबन्धक

for **Principal Chief Operations Manager**

* * *

दक्षिण मध्य रेल्वे
SOUTH CENTRAL RAILWAY

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol.XII/23 दिनांक/Date: 14.12.2017.

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

Sub: Amendment Slip No.23 to G&SR-2008 of SCR

* * *

The following amendments to G&SR have been given for implementation.

Item No.1: S.R. 1.02.5 in Chapter-I is amended as under:

The **Principal Chief Operations Manager** is the authorised officer and is empowered to issue, amend or alter Subsidiary Rules.

Item no. 2: S.R. 5.06.2 in Chapter-V is amended as under:

The SWR must be page numbered with station name code written on each page and signed by either Sr. Divisional Operations Manager or Divisional Operations Manager and either Sr. Divisional Signal & Telecommunication Engineer or Divisional Signal & Telecommunication Engineer at interlocked stations and at non-interlocked stations by either Sr. DOM or DOM and either Sr. DEN or DEN.

Item no. 3: S.R. 5.06.3 in Chapter-V is amended as under:

All temporary working instructions during non-interlocked working shall be signed on each page by either Sr. Divisional Operations Manager or Divisional Operations Manager, either Sr. Divisional Signal & Telecommunication Engineer or Divisional Signal & Telecommunication Engineer and either Sr. Divisional Engineer or Divisional Engineer without exemption.

Item no. 4: S.R. 5.06.4 in Chapter-V is amended as under:

SWR diagram should be signed by either Sr. Divisional Operations Manager or Divisional Operations Manager, either Sr. Divisional Signal & Telecommunication Engineer or Divisional Signal & Telecommunication Engineer and either Sr. Divisional Engineer or Divisional Engineer.

Contd---2

Item no. 5: S.R. 5.06.5 in Chapter-V is amended as under:

The SWRs of all stations including stations to be newly opened and the Amendment Slips thereto shall be issued by either Sr. DOM or DOM and either Sr. DSTE or DSTE who will be responsible to ensure that these are correct, current and complete in all respects.

Item no. 6: S.R. 5.06.6 in Chapter-V is amended as under:

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

Please note and notify to all concerned.

19.12.2017

(एन. मधुसूदना राव/N. Madhusudana Rao)
प्रमुख मुख्य यतायात प्रबंधक/
Principal Chief Operations Manager

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
Advisor/Safety (A&R);
CRS/SCC/SC;
CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C, CE/C/V, PCME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CEGE, PCELE, CESE, CEE/RS, PCSTE, CSE, CCE, CSTE/P, CSTE/C, CSO; Dy.CME/R&L;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

दक्षिण मध्य रेल्वे
SOUTH CENTRAL RAILWAY

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol.XII/24 दिनांक/Date: 25.01.2018.

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

Sub: Amendment Slip No.24 to G&SR-2008 of SCR

A.S. No.24 dtd 25.1.2018	**Insert SR 3.47 under GR 3.47 (page nos. 60&61) of G&SR-2008 of SCR:** SR 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.

The following should be cut and pasted in the Assurance Register by SMs for information and acknowledgement by the Operating Staff .

	Rule No.	Existing Rule	Amended Rule
A.S. No.24 dtd 25.1.2018	SR 3.47 (at page no.61)	Not existing	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.

Please note and notify to all concerned.

एन. मधुसूदन राव

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबंधक/
Principal Chief Operations Manager

PTO

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
AGM, SDGM, DGM/G, CPRO;
Advisor/Safety (A&R);
CRS/SCC/SC;
CMD, CHD, MD;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, CSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C, CE/C/V, PCME, CWE, CMPE/Dsl, CRSE, CWM/WS, PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS,
PCSTE, CSE, CCE, CSTE/P, CSTE/C, CSO; Dy.CME/R&L;
PCPO, PFA, Principal Director/Audit;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबंधक/
Principal Chief Operations Manager

SrDom/SC

20/2/2018

वरिष्ठ मंडल परिचालन प्रबन्धक
SR. DIVISIONAL OPERATIONS MANAGER
S.C.R. SEC'BAD
106
20. FEB. 18
द.म. रेलवे, सिकंदराबाद.

दक्षिण मध्य रेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.T.157/G&SR/AS/Voll.XII/25

दिनांक/Date: 12.02.2018

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

विषय/Sub: Amendment Slip no.25 to G&SR-2008 of SCR.

* * *

The following amendments to G&SR have been given for implementation.

Item no.1 of AS No.25 dtd 12.02.2018	**S.R. 15.26.2.1 in Chapter-XV (on page no. 283) – following section is added as Sl. No.4 under Secunderabad Division:** (4) Hallikhed (K) – Kamalapur.

The following should be cut and pasted in the Assurance Register by SMs for information and acknowledgement by the Operating staff.

	Existing Rule	Amended Rule
Item no. 1 of A.S. No.25 dated 12.02.2018 (S.R.. 15.26.1 on Page no.283)	SR 15.26.2.1 On the following sections, due to existence of sharp curves, cuttings, tunnels etc., special precautions mentioned in clauses 2.2 to 2.10 shall be taken while working trollies without block protection:- **Secunderabad division** (1) Vikarabad-Rukmapur. (2) Sirpurkaghaznagar-Makudi. (3) Ghatnandur-Parli Vaijnath. **Hyderabad division** Indalwai-Upalwai **Nanded division** Ambari-Kosai **Guntakal division** (1) Mamanduru-Balapalli (2) Balapalli-Settigunta (3) Dronachalam-Panyam **Guntur division** Gazulapalli-Diguvametta.	SR 15.26.2.1 On the following sections, due to existence of sharp curves, cuttings, tunnels etc., special precautions mentioned in clauses 2.2 to 2.10 shall be taken while working trollies without block protection:- **Secunderabad division** (1) Vikarabad-Rukmapur. (2) Sirpurkaghaznagar-Makudi. (3) Ghatnandur-Parli Vaijnath. **(4) Hallikhed (K) - Kamalapur** **Hyderabad division** Indalwai-Upalwai **Nanded division** Ambari-Kosai **Guntakal division** (1) Mamanduru-Balapalli (2) Balapalli-Settigunta (3) Dronachalam-Panyam **Guntur division** Gazulapalli-Diguvametta.

TI/Gen.

Contd....2

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Item no.2 of AS No.25 dtd 12.02.2018

S.R. 3.85 in Chapter-III (on page no.97) is amended as under:

- A register to record observations of Loco Pilot during his run must be maintained in all lobbies. The observations recorded by Loco should be conveyed to Traction / Power Controller under exchange of private numbers. The Traction/Power Controller should, in turn, convey these observations to their respective counterparts of concerned departments under clear acknowledgement. The observations of the Loco Pilot as conveyed by the Traction/ Power Controller to the respective counterparts of the concerned department should be invariably recorded in the register maintained for this purpose;

OR

While signing off, observations of Loco Pilot during his run should be recorded in CMS. This information in turn should be conveyed to Test Room/Engineering Controller/CTL Thorough CMS. In turn, the Loco Pilot's observations should be conveyed to concerned supervisor by respective Controller. After rectification or attention of the defects, deficiencies or observations recorded by the Loco Pilot, concerned control should send information to lobby through CMS. CC should acknowledge the feedback in CMS and send an automated SMS to concerned Loco Pilot through CMS.

- Follow-up action taken should be recorded within 24 hours, which should be monitored by the Divisional officers as well as Divisional Safety Officer. Disciplinary action should be initiated against the concerned supervisors in case the same defect surfaces within the next 72 hours.

The following should be cut and pasted in the Assurance Register by SMs for information and acknowledgement by the Operating staff.

Item No.2 of A.S. No.25 dated 12.02.2018 (S.R. 3.85 on Page no.86)

Existing Rule	Amended Rule
SR.3.85. A register to record observations of Loco Pilot during his run must be maintained in all lobbies and this information should be conveyed to Traction/Power Controller under exchange of private numbers. The Power/Traction Controller should in turn convey these observations to their respective counterparts of the concerned departments under clear acknowledgement. The observations of the Loco Pilot as conveyed by the Power/Traction Controller to the respective counterparts of the concerned department should be invariably recorded in the register maintained for this purpose. Follow-up action taken should be recorded within 24 hours which should be monitored by the Divisional officers as well as Divisional Safety Officer. The information regarding action taken on the reported defect should be conveyed back to the lobby for information of the Loco Pilot so that he has confidence that action has been taken on his observation. Disciplinary action should be initiated against the concerned supervisors in case the same defect surfaces within the next 72 hours.	SR.3.85. • A register to record observations of Loco Pilot during his run must be maintained in all lobbies. The observations recorded by Loco should be conveyed to Traction / Power Controller under exchange of private numbers. The Traction/Power Controller should, in turn, convey these observations to their respective counterparts of concerned departments under clear acknowledgement. The observations of the Loco Pilot as conveyed by the Traction/ Power Controller to the respective counterparts of the concerned department should be invariably recorded in the register maintained for this purpose. or While signing off, observations of Loco Pilot during his run should be recorded in CMS. This information in turn should be conveyed to Test Room/Engineering Controller/CTL Thorough CMS. In turn, the Loco Pilot's observations should be conveyed to concerned supervisor by respective Controller. After rectification or attention of the defect, deficiencies or observations recorded by the Loco Pilot, concerned controller should send information to lobby through CMS. CC should acknowledge the feedback in CMS and send an automated SMS to concerned Loco Pilot through CMS. • Follow-up action taken should be recorded within 24 hours, which should be monitored by the Divisional officers as well as Divisional Safety Officer. Disciplinary action should be initiated against the concerned supervisors in case the same defect surfaces within the next 72 hours.

Please note and notify to all concerned.

N. Madhusudana Rao 2018

(एन. मधुसूदन राव/N. Madhusudana Rao)

प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager

Contd...3.

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दक्षिण मध्य रेल्वे
SOUTH CENTRAL RAILWAY

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol.XII/26 दिनांक/Date: 26.02.2018.

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

Sub: Amendment Slip no.26 to G&SR-2008 of SCR

* * *

AS No.26 dated 26.02.2018	**Insert the following as SR 3.69.14 under GR 3.69 (on page no. 87) of G&SR-2008 of SCR:** SR 3.69.14. Reception of a train passed a reception signal at 'On': (i) Whenever a train passes a reception signal at 'on', partly/completely, without proper authority and comes to stop short of usual berthing place, all the gears that are detected by such signal shall be treated as non-interlocked. (ii) The Station Master after satisfying himself that everything is safe, shall issue a 'Restart Memo' and T/369-(3b) to the Loco-pilot authorising him to restart and draw the train up to next Stop Signal or where the train is expected to stop. (iii) Before authorising the train to restart, the Station Master shall ensure that all the points in the route are set correctly, clamped and padlocked and any LC gate in between is closed under exchange of PN. (iv) Competent Railway servant shall be deputed at the first facing point, which the train is going to encounter, for exhibiting Proceed Hand Signals. **Note:** The above procedure shall also be followed when a train passes an approach stop signal at 'On', partly/completely, due to the signal assuming 'On' aspect in the face of approaching train.

The following should be cut and pasted in the Assurance Register by SMs for information and Acknowledgement by the Operating Staff.

	Rule no.	Existing Rule	Amended Rule
AS No.26 dated 26.02.2018	SR 3.69.14 on page no. 87	NIL	SR 3.69.14. Reception of a train passed a reception signal at 'On': (i) Whenever a train passes a reception signal at 'on', partly/completely, without proper authority and comes to stop short of usual berthing place, all the gears that are detected by such signal shall be treated as non-interlocked. (ii) The Station Master after satisfying himself that everything is safe, shall issue a 'Restart Memo' and T/369-(3b) to the Loco-pilot authorising him to restart and draw the train up to next Stop Signal or where the train is expected to stop. (iii) Before authorising the train to restart, the Station Master shall ensure that all the points in the route are set correctly, clamped and padlocked and any LC gate in between is closed under exchange of PN. (iv) Competent Railway servant shall be deputed at the first facing point, for the train which is going to encounter for exhibiting Proceed Hand Signals. **Note:** The above procedure shall also be followed when a train passes an approach stop signal at 'On', partly/completely, due to the signal assuming 'On' aspect in the face of approaching train.

Please note and notify to all concerned.

ए. मधुसूदन राव

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबंधक/Principal Chief Operations Manager

P.T.O.

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
Advisor/Safety (A&R);
CRS/SCC/SC;
CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C, CE/C/V, PCME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CEGE, PCELE, CESE, CEE/RS, PCSTE, CSE, CCE, CSTE/P, CSTE/C, CSO;
Dy.CME/R&L;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

प्रमुख मुख्य यतायात प्रबन्धक/
Principal Chief Operations Manager

दक्षिण मध्य रेल्वे

South Central Railway

प्रधान कार्यालय/Headquarters Office,

परिवाहन शाखा/Transportation Branch

सिकिंद्राबाद/Secunderabad.

संख्य./No. **टी**.157/G&SR/AS/Vol.XII/27 **दिनांक**/Date: 08.11.2018.

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

Sub: Amendment Slip no. 27 to G&SR-2008 of SCR.

* * *

Incorporate the following as SR 2.01:

AS No. 27 dated 08.11.2018	SR 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; (b) That Railway Administration shall ensure updation, revision and amendments to rules in digital form simultaneously along with the changes in print form, (c) That Railway Administration shall provide necessary infrastructure/make arrangements to enable (b) above and take steps to provide such equipment (fixed as well as portable) as necessary so that the Rule books in digital form can be accessed by the Railway Servant at all times.

Please note and notify to all concerned.

N. Madhusudana Rao

(एन. मधुसूदन राव/N. Madhusudana Rao)

प्रमुख मुख्य परिचालन प्रबंधक/Principal Chief Operations Manager

P.T.O.

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR and Metro Rly/Kolkatta;

Advisor/Safety (A&R);

CRS/SCC/SC;

CFTM, CPTM, CTPM, CCM, PCE, CTE, CTE/TP, CBE, CGE,

CAO/C, CE/C, CE/C/V, PCME, CWE, CMPE/Dsl, CRSE, CEE, CEDE, CPM/RE, CEGE, PCELE, CESE, CEE/RS, PCSTE, CSE, CCE, CSTE/P, CSTE/C, CSO; Dy.CME/R&L;

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, IRISET/LGD;

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

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

N Mashmee

प्रमुख मुख्य यतायात प्रबन्धक/ P C O M

Principal Chief Operations Manager

दक्षिण मध्य रेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIII/28 दिनांक/Date: 01.01.2019.

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

विषय/Sub: Amendment slip No.28 to G&SR 2008 of SCR - Amendments to GRs 1.01, 1.02 (30), 1.02 (31), 3.40 and 3.42 of Indian Railways (Open Lines) General Rules, 1976.

संदर्भ/Ref: Extraordinary Gazette of India notification no. 861 dtd. 05.12.2018.

* * *

The following amendments to G&SR have been given for implementation.

Item no. 1: GR 1.01 (1) is amended as follows:

(1) These rules may be called The Indian Railways (Open Lines) General (Amendment) Rules 2018.

Item no. 2: GR 1.02 (30) is amended as follows:

"*Intermediate Block Post*" means a class 'C' station on a single line or double line or multiple line remotely controlled from the block station in rear;

Item no. 3: GR 1.02 (31) is amended as follows:

"*Intermediate Block Signalling*" means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;

Item no. 4: GR 3.40 (1) is amended as follows:

3.40. CONDITIONS FOR TAKING 'OFF' HOME SIGNAL.—
(1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless-

(a) on a double line, the line is clear for an adequate distance beyond the Starter or

(b) on a single line, line is clear for an adequate distance beyond the trailing points, or for an adequate distance beyond the place at which the train is required to come to a stand.

Contd...2.

Item no. 5: GR 3.42 (1) is amended as follows:

3.42. CONDITIONS FOR TAKING 'OFF' LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL.—

1. On a double line, the Last Stop or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line Clear has been obtained from the block station in advance.

2. On a Single Line –

   (a) Last Stop signal shall not be taken 'off' for a train unless Line Clear has been obtained from the block station in advance;

   (b) for Intermediate Block Signalling –

      (i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;

      (ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and

      (iii) the Intermediate Block Stop Signal shall not be taken 'off' unless the line clear has been obtained from Block station in advance and direction of traffic is established.

Explanation.- On Single Line Intermediate Block Signalling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as 'station controlled Intermediate block section' and the section between Intermediate Block Signal to First Stop signal of block section ahead shall be termed as 'block controlled Intermediate Block section".

Please note and notify to all concerned.

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

Encl: Annexure to AS-28 showing existing and amended GRs for pasting in the Assurance Register by SM for information to all the staff under him.

9.2.19

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

दक्षिण मध्य रेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIII/29 दिनांक/Date: 26.03.2019.

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

विषय/Sub: Amendment Slip no. 29 to G&SR - 2008 of SCR - Amendments to SRs 3.78.2.1 to 3.78.2.5 and SRs 4.25.5.1 & 4.25.5.2.

* * *

The following amendments to G&SR have been given for implementation.

Item No. 1 of AS No. 29 dated 26.03.2019

S.R. 3.78.2.1 to S.R. 3.78.2.5 in Chapter-III (on page nos. 94 & 95) are amended as under:

SR 3.78.2. Road learning for Running Staff:

(a) Every Loco Pilot/Assistant Loco-pilot/Guard should be given three trips (Up and Down directions separately) for learning road, out of which one must be by night between 20.00 hours and 06.00 hours, to familiarise himself with the section(s) on which he is rostered for duty.

(b) On Ghat sections and Automatic territories minimum 6 (six) trips of road learning shall be provided in both directions including two night trips between 20.00 hrs and 06.00 hrs.

(c) Where small Automatic signalling or ghat sections exists in a portion of a section "Road Learning rules for Ghat section and Automatic Block system will apply for the portion of section/stations falling in respective Ghat Section/Automatic Block System".

(d) In case of Commissioning of new IBS, 01 trip may be provided.

(e) If more than one line is available in a section, at least one trip road learning in each line shall be provided.

(f) On promotion to or officiating as LP (Goods), road learning as prescribed in SRs 3.78.2. (a) to 3.78.2 (c) has to be provided to Loco-pilot to understand train dynamics.

(g) If a Loco Pilot/Assistant Loco-pilot/Guard has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.

Duration of absence	*Number of trips*	*Number of trips on Ghat section & Automatic territories*
3 to 6 months	*One trip*	*Three trips*
6 months to 2 years	*Two trips*	*Three Trips*
Over 2 years	*Three trips*	*Six trips*

(h) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.

(i) The scale of trips provided as above would apply to all systems of working.

(j) A register should be maintained at the crew booking point. A Loco-pilot/ Assistant Loco-pilot/Guard should record in the register 15 days in advance that he is lapsing road learning in a section. The base depot should also keep a record of the date of the last trip performed by a Loco-pilot/ Assistant Loco-pilot/Guard on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Loco-pilot/ Assistant loco pilot/Guard for road learning on a section where it is required.

(k) The record of Road learning may also be kept in Crew Management System.

(l) The term Running Staff includes both train Guards and Engine Crew. Road learning norms for Guards are prescribed under SRs 4.25.5.

Contd....2

Item No. 2 of AS No. 29 dated 26.03.2019

S.R. 4.25.5.1 and S.R. 4.25.5.2 in Chapter-IV (on page no. 118) are amended as under:

SR 4.25.5. Road learning for Guards:

(a) Every Guard should be given three trips (Up and Down directions separately) for learning road, out of which one must be by night between 20.00 hours and 06.00 hours, to familiarise himself with the section(s) on which he is rostered for duty.

(b) On Ghat sections and Automatic territories minimum 6 (six) trips of road learning shall be provided in both directions including two night trips between 20.00 hrs and 06.00 hrs.

(c) Where small Automatic signalling or ghat sections exists in a portion of a section, Road Learning rules for Ghat section and Automatic Block system will apply for the portion of section/stations falling in respective Ghat Section/Automatic Block System.

(d) In case of Commissioning of new IBS, 01 trip may be provided.

(e) If more than one line is available in a section, at least one trip road learning in each line shall be provided.

(f) If a Guard has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.

Duration of absence	*Number of trips*	*Number of trips on Ghat section & Automatic territories*
3 to 6 months	*One trip*	*Three trips*
6 months to 2 years	*Two trips*	*Three Trips*
Over 2 years	*Three trips*	*Six trips*

(g) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.

(h) The scale of trips provided as above would apply to all systems of working.

(i) A register should be maintained at the crew booking point. A Guard should record in the register 15 days in advance that he is lapsing road learning in a section. The base depot should also keep a record of the date of the last trip performed by a Guard on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Guard for road learning on a section where it is required.

(j) The record of Road learning may also be kept in Crew Management System.

Please note and notify to all concerned.

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

Encl: Annexure to AS-29 showing existing and amended GRs for pasting in the Assurance Register by SM for information to all the staff under him.

N. Madhusudhan

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

Contd 3

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
AGM, SDGM, DGM/G, CPRO;
Advisor/Safety (A&R);
CRS/SCC/SC;
CMD, CHD, MD;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, CSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS,
PCSTE, CSE, CCE, CSTE/P, CSTE/C, CSO; Dy.CME/R&L;
PCPO, PFA, Principal Director/Audit;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA&GTL, DCETC/MRGA, GTL, RJY & NED.

N. Madhusudana Rao

(एन. मधुसूदन राव/N. Madhusudana Rao)
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 the Operating staff under his/her control.

<table>
<tr><th>Rule no.</th><th>Existing SRs</th><th>SRs. after Amendment</th></tr>
<tr><td>3.78.2.1</td><td>Every Loco Pilot should be given three trips including one night trip from 20.00 hours to 06.00 hours road learning for familiarizing himself with the section(s) on which he is rostered for duty.</td><td>SR 3.78.2. Road learning for Running Staff:
(a) Every Loco Pilot/Assistant Loco-pilot should be given three trips (Up and Down directions separately) for learning road out of which one must be by night between 20.00 hours and 06.00 hours to familiarise himself with the section(s) on which he is rostered for duty.</td></tr>
<tr><td>3.78.2.4</td><td>On Hill and Ghat sections, the Loco Pilot shall operate minimum of 6 (six) trips including two night trips from 20.00 hours to 06.00 hours for learning road purposes.</td><td>(b) On ghat sections and automatic territories minimum 6 trips of road learning shall be provided in both directions including two night trips between 20.00 hours and 06.00 hours.</td></tr>
<tr><td></td><td>NIL</td><td>(c) Where small Automatic signalling or ghat sections exists in a portion of a section, Learning Road rules for Ghat and Automatic Block system will apply for the portion of section/stations falling in respective Ghat Section/Automatic Block System.</td></tr>
<tr><td></td><td>NIL</td><td>(d) In case of Commissioning of new IBS, 01 trip may be provided.</td></tr>
<tr><td>-</td><td>NIL</td><td>(e) If more than one line is available in a section, at least one trip road learning in each line shall be provided.</td></tr>
<tr><td>-</td><td>NIL</td><td>(f) On promotion to or officiating as LP (Goods) road learning as prescribed in SRs 3.78.2 (a) to 3.78.2 (c) has to be provided to Loco-pilot to understand train dynamics.</td></tr>
<tr><td>3.78.2.2.</td><td>If a Loco Pilot has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.
<table>
<tr><th>Duration of absence</th><th>Number of trips</th></tr>
<tr><td>3 to 6 months</td><td>1</td></tr>
<tr><td>6 months to 2 years</td><td>2</td></tr>
<tr><td>Over 2 years</td><td>3 (as for new entrants)</td></tr>
</table>
Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.</td><td>(g) If a Loco Pilot/Assistant Loco-Pilot has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.
<table>
<tr><th>Duration of absence</th><th>Number of trips</th><th>Number of trips on ghat section & Automatic territories</th></tr>
<tr><td>3 to 6 months</td><td>One trip</td><td>Three trips</td></tr>
<tr><td>6 months to 2 years</td><td>Two trips</td><td>Three Trips</td></tr>
<tr><td>Over 2 years</td><td>Three trips</td><td>Six trips</td></tr>
</table></td></tr>
</table>

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N. Mathur

प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager

27/3/19

	NIL. (It is shown as part of 3.78.2.2.)	(h) Any additional trips considered necessary should be provided with the approval of the controlling branch officers of the Division.
3.78.2.3	The scale of trips provided at para 2.1 above would apply to all systems of working.	(i) The scale of trips provided as above would apply to all systems of working.
3.78.2.5	Additional trips for road learning may be prescribed for special conditions of working like Automatic block territory, important junctions/stations etc., by DRM if considered necessary.	NIL
	NIL	(j) A register should be maintained at the crew booking point. A Loco-pilot/ Assistant Loco-pilot should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of the last trip performed by a Loco-pilot/Assistant Loco-pilot on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Loco-pilot/Assistant loco pilot for road learning on a section where it is required.
4.25.5.1.	Every Guard should be given three trips including one night trip from 20.00 hrs to 06.00 hrs for road learning (three to and fro) for familiarizing himself with the sections on which he is rostered for duty.	**SR 4.25.5 Road learning for Guards:** (a) Every Guard should be given three trips **(Up and Down directions separately)** for learning road out of which one must be by night between 20.00 hours to 06.00 hours to familiarise himself with the section(s) on which he is rostered for duty.
4.25.5.2.	On hill and ghat sections, the Guard shall operate minimum of six trips including two night trips from 20.00 hrs to 06.00 hrs for road learning (six to and fro) for familiarizing himself with hill and ghat sections.	(b) On ghat sections and automatic territories minimum 6 trips of road learning shall be provided in both directions including two night trips from 20.00 hrs to 06.00 hrs.
	NIL	(c) Where small Automatic signalling or ghat sections exists in a portion of a section, Learning Road rules for Ghat sections and Automatic Block system will apply for the portion of section/stations falling in respective Ghat Section/Automatic Block System.
	NIL	(d) In case of Commissioning of new IBS, 01 trip may be provided.
	NIL	(e) If more than one line is available in a section, at least one trip road learning in each line shall be provided.

Contd...3

N. Mathurudu

प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager

20/3/15

<table>
<tr><td></td><td>NIL</td><td>(f) If a Guard has not operated on a section for over 3 months, he should be given road learning trips as per the schedule given below.
<table>
<tr><th>Duration of absence</th><th>Number of trips</th><th>Number of trips on ghat section & Automatic territories</th></tr>
<tr><td>3 to 6 months</td><td>One trip</td><td>Three trips</td></tr>
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<tr><td>Over 2 years</td><td>Three trips</td><td>Six trips</td></tr>
</table></td></tr>
<tr><td></td><td>NIL</td><td>(g) Any additional trips considered necessary should be provided with the approval of the controlling branch officers of the Division.</td></tr>
<tr><td></td><td>NIL</td><td>(h) The scale of trips provided as above would apply to all systems of working.</td></tr>
<tr><td></td><td>NIL</td><td>(i) A register should be maintained at the crew booking point. A Guard should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of the last trip performed by a Guard on different sections and update it every first of the month. On the basis of these records, Depot in-charge should book Guard for road learning on a section where it is required.</td></tr>
<tr><td></td><td>NIL</td><td>(j) The record of Road learning may also be kept in Crew Management system.</td></tr>
</table>

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

दक्षिण मध्य रेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIII/30. दिनांक/Date: 20.05.2019.

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

विषय/Sub: Amendment Slip no. 30 to G&SR - 2008 of SCR - Amendments to SRs 3.61.1 to 3.61.11

* * *

The following amendments to G&SR have been given for implementation.

Item No. 1 of AS No. 30 dated 20.05.2019	**Heading of SR 3.61. in page 76 is amended as following:** Train Operation during Foggy & Inclement weather - Precautions: Following precautions/preparations be done for train operation during foggy/ inclement weather:
Item No. 2 of AS No. 30 dated 20.05.2019	**S.R. 3.61.1 in page no. 76 is amended as under:** S.R. 3.61.1. Infrastructure/Additions/Alterations:
Item No. 3 of AS No. 30 dated 20.05.2019	**S.R. 3.61.1.1 in page no. 76 is amended as under:** S.R. 3.61.1.1. Provision of Fog Safe Device: Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in S.R. 3.61.5.2 shall be dispensed with, where reliable Fog Safe Device is available and is in working order;
Item No. 4 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.2 in page no. 76 is deleted and the following is incorporated as 3.61.1.2:** S.R. 3.61.1.2. Modification of Automatic Signalling System: Introduction of Modified Automatic Signalling System as per G.R.9.01 (3) & (4) and G.R.9.03 (3) and (4) and G.R.5.18 to be followed strictly;
Item No. 5 of AS No. 30 dated 20.05.2019	**Following is added as S.R. 3.61.2 duly renumbering existing S.R. 3.61.2 in page no. 76 as 3.61.3.1:** S.R. 3.61.2. Works to be completed before foggy weather to strengthen Rail Infrastructure:
Item No. 6 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.3 in page no. 76 is renumbered and amended as under:** 3.61.2.1. Adequate supply of detonators to be ensured;
Item No. 7 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.4 in page no. 76 is renumbered and amended as following:** SR 3.61.2.2. Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done;

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Item No. 8 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.5 in page no. 76 is renumbered and amended as following:** 3.61.2.3. All Signal Sighting Boards, Whistle Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season;
Item No. 9 of AS No. 30 dated 20.05.2019	**The following is added as S.R. 3.61.2.4. in page no. 76.** 3.61.2.4. Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips;
Item No. 10 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.6 in page no. 76 is renumbered and amended as following:** 3.61.2.5. It should be ensured that retro reflective strip in Sigma shape for identification of stop signal is provided as per the existing instructions.
Item No. 11 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.1.7 in page no. 76 is renumbered and amended as under:** 3.61.2.6. Existing SLRs with fixed Red tail lights should also be modified and fixed with LED lights. This will be very important step to ensure safety in foggy weather. This work should be undertaken on war footing. When the train is held up in Automatic territory (on double and multiple line sections) in abnormal situation including fog, the Guard will put the LED light to 'on' position. This will be in addition to Flashing Red Tail Lamp;
Item No. 12 of AS No. 30 dated 20.05.2019	**The following Sub heading is added as S.R. 3.61.3 in page no. 76:** 3.61.3. The following points are to be kept in mind during operation of trains in foggy weather:
Item No. 13 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.2 in page no. 76 is renumbered and amended as under:** 3.61.3.1. Reduced Movements During Fog: Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains. 20% reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains – Mail/Express and Passenger trains running in and via Delhi area as also upto an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done in consultation with concerned Zonal Railways to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate, Railway Board. This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crew. This will also increase availability of spare rakes to cater to late running of trains;
Item No. 14 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.3 in page no. 76 is renumbered and amended as under:** 3.61.3.3. Fog affected Divisions should review the crew changing locations. In view of increased hours on road infrastructure at new/additional crew changing locations may be created. Simultaneously the loco/crew/rake links shall be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog;

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Item No. 15 of AS No. 30 dated 20.05.2019	**The following is added as S.R. 3.61.3.4. in page no. 76.** 3.61.3.4. PME/Refresher Training and other Safety/Promotional Courses of Loco Pilots/ Assistant Loco Pilots and Guards in ZRTIs/ STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
Item No. 16 of AS No. 30 dated 20.05.2019	**The following Sub heading is added as S.R. 3.61.4:** 3.61.4. Visibility Test Object (VTO):
Item No. 17 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.4 in page no. 76 is renumbered and amended as under:** .3.61.4.1 The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach stop signal;
Item No. 18 of AS No. 30 dated 20.05.2019	**Add the following as SR 3.61.4.2.** 3.61.4.2. VTO for Semaphore Signalling and for two aspect CLS: The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR.3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.
Item No. 19 of AS No. 30 dated 20.05.2019	**Add the following as SR 3.61.4.3.** 3.61.4.3. Prescribed VTO for Multiple Aspect Colour Light Signalling: (a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand. (b) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR.3.61 (2) (a) but will arrange to place the detonators to warm the Loco Pilot, unless specified otherwise in these instructions. **Note:- There should be <u>one</u> Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where the SM shall normally stand to see the prescribed VTO.**
Item No. 20 of AS No. 30 dated 20.05.2019	**Add the following as SR 3.61.4.4.** 3.61.4.4. The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).
Item No. 21 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.4.1. in page no. 76 is renumbered and amended as under:** 3.61.5. Visibility Test Post: When VTO cannot be prescribed, Visibility Test Post (VTP) shall be erected in either direction at a distance of 300-350 metres in Semaphore and Two Aspect signalling and 180 metres in Multiple aspect signalling from a nominated place where the SM shall stand. VTP shall be a post fixed vertically in the ground painted with yellow self luminous paint or provided with yellow self luminous strips along 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;

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Item No. 22 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.5. in page no. 76 is renumbered and amended as under:** 3.61.6. Fog Signal Post: Fog Signal Posts are erected at 270 metres in rear of FSS in all directions of approach, to indicate the location for placing detonators by Fog Signalman. 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.
Item No. 23 of AS No. 30 dated 20.05.2019	**Existing S.Rs. 3.61.7 and 3.61.8 in page no. 78 are deleted and the following is added as S.R. no. 3.61.7** 3.61.7. When the VTP (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he/she shall take action as under:- 1. Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit. 2. Observe the VTO before granting Line Clear to a train. 3. In case prescribed VTO is not visible:- i) Depute fog signalman with detonators to place detonators in situations prescribed under para 3.61.5.2 at 270 – 280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train. ii) Engineering Department will make all efforts to provide fog signalman. iii) No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train. 4. Provisions given as per GR. 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond intermediate Starter Signal where these exists, upto the Advance Starter at stations which do not have track circuiting in this zone.
Item No. 24 of AS No. 30 dated 20.05.2019	**Following Sub heading is added to existing Rs 3.61.5.1 & 3.61.5.2 in page no. 77:** . 3.61.8. Necessity of placement of detonators:
Item No. 25 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.5.1. in page no. 77 is renumbered and amended as under:** 3.61.8.1. Where Not Necessary to Place Detonators:- It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in the following circumstances:- (a) In sections where a reliable Fog Safe Device has been provided on locomotives and notified to stations by the Divisional authorities; (b) Where adequate pre-warning is provided; i.e., at stations where double distant signals are provided; (c) Where maximum speed allowed in the station section is upto 15 KMPH even at stations where pre-warning signal is not available, but a Warning Board exists; (d) Where speed of the section is less than 50 KMPH (but more than 15 KMPH) and the first signal of a Station is not a stop signal. (e) In Automatic Signalling territory; (f) On Gate Signal; (g) On Departure Signal; (h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal;

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Item No. 26 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.5.2. in page no. 77 is renumbered and amended as under:** 3.61.8.2. Where it is necessary to Place Detonators: The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under: (a) At 'A' class stations where Warner exists – Detonators to be placed short of Home signal and not the Warner; (b) At 'B' class station equipped with Lower Quadrant Signals – Detonators to be placed short of Outer signal. (c) In Multiple Aspect Signalling, where single Distant Signal is provided Detonators to be placed short of Home signal. **Note: Fog Signal Posts will be provided only at stations where there may be a requirement to place detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).**
Item No. 27 of AS No. 30 dated 20.05.2019	**Existing S.R. 3.61.6 in page no. 77 is renumbered as S.R. 3.61.9 and sub rules 3.61.6.1. to 3.61.6.14 under S.R. 3.61.6 in page nos. 77 & 78 are renumbered as 3.61.9.1 to 3.61.9.14 respectively:**
Item No. 28 of AS No. 30 dated 20.05.2019	**S.R. 3.61.9. in page no. 78 is renumbered and amended as under:** 3.61.10. Precautions by Loco Pilot: The Loco Pilot shall take action in regard to speed of the train during fog as under:- (i) During fog when the Loco Pilot in his judgement feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 KMPH; (ii) Loco Pilot to whistle frequently to warn the Gateman (where provided) and road users of an approaching train at level crossings; (iii) In Absolute Block System the speed should not exceed 75 KMPH as detailed at item (i) above; (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:- (a) After passing Automatic stop signal at 'Green' the speed not to exceed 75 KMPH; (b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 KMPH; (c) After passing an Automatic stop signal at 'Yellow' the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal. Note (i) In case fog safe device is not available in locomotives or the device fails enroute, the maximum speed of 75 KMPH as indicated above shall be reduced to 60 KMPH or less subject to judgement of Loco Pilot. (ii) As provided under GR.4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle. (iii) First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table. (v) Prevailing Fog situation should be advised to Crew and Guard in lobby during "Sign ON".
Item No. 29 of AS No. 30 dated 20.05.2019	**Existing S.R. no. 3.61.10 in page no. 78 is renumbered as 3.61.11.**

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Item No. 30 of AS No. 30 dated 20.05.2019	**Following is added as S.R. 3.61.12 and existing SR 3.61.11 is renumbered as 3.61.13:** 3.61.12. The staff shall be advised and counselled regarding provisions in the G&SRs before the onset of Fog. Each and every crew is to be imparted with necessary training for upto two days about the systems of working of trains during fog. This process shall be completed by 1st December every year positively.

Please note and notify to all concerned.

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

Encl: Annexure to AS-30 showing existing and amended S.Rs for pasting in the Assurance Register by SM for information to all the staff under him.

Copy to: Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
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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/DsI, CRSE & CWM/WS;
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE & CEE/RS,
PCSTE, CSE, CCE, CSTE/P & CSTE/C;
PCPO & PFA, Principal Director/Audit;
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;
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Director, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA&GTL, DCETC/MRGA, GTL, RJY & NED.

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MRA & Dy.MRA for translation into Hindi.

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

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

Item no.	Existing SR	SR. after Amendment
1	3.61. Train operation during fog:	3.61. Train Operation during Foggy & Inclement weather - Precautions: Following precautions/preparations be done for train operations during foggy/inclement weather:
2	3.61.1. The following works shall be completed before the onset of foggy season and during foggy weather.	3.61.1. Infrastructure/Additions/Alterations:
3	3.61.1.1 Provision of Fog Safety Device on locomotives running in fog affected areas.	3.61.1.1. Provision of Fog Safe Device: Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in para S.R. 3.61.8.2 shall be dispensed with, where reliable Fog Safe Device is available and is in working order;
4	3.61.1.2. Provision of Fog Lamps on locomotives running over fog affected areas.	Deleted. (Since Railway Board did not prescribe)
	NIL	3.61.1.2. Modification of Automatic Signalling System: Introduction of Modified Automatic Signalling System as per G.R.9.01 (3) & (4) and G.R.9.03 (3) and (4) and G.R.5.18 to be followed strictly;
5	NIL	3.61.2. Works to be completed before foggy weather to strengthen Rail Infrastructure:
6	3.61.1.3. Adequate procurement of detonators.	3.61.2.1. Adequate supply of detonators to be ensured;
7	3.61.1.4. Lime marking across the track at the Signal Warning Board (or at Distant Signal in case of double Distant Signals).	3.61.2.2. Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done;
8	3.61.1.5. 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.	3.61.2.3. All Signal Sighting Boards, Whistle Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season;
9	NIL (This point is included in 3.61.1.5 above)	3.61.2.4. Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips;

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
10	3.61.1.6. 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.	3.61.2.5. It should be ensured that retro reflective strip in Sigma shape for identification of stop signal is provided as per the existing instructions.
11	3.61.1.7. 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.	3.61.2.6. Existing SLRs with fixed Red tail lights should also be modified and fixed with LED lights. This will be very important step to ensure safety in foggy weather. This work should be undertaken on war footing. When the train is held up in Automatic territory (on double and multiple line sections) in abnormal situation including fog, the Guard shall put the LED light to 'on' position. This will be in addition to Flashing Red Tail Lamp;
12	NIL	3.61.3. The following points are to be kept in mind during operation of trains in foggy weather:
13	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 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.	3.61.3.1. Reduced Movements During Fog: Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains. 20% reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains – Mail/Express and Passenger trains running in and via Delhi area as also up to an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done in consultation with concerned Zonal Railways to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate, Railway Board. This will also help in tackling extra requirement of Loco Pilots/Assistant Loco Pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crew. This will also increase availability of spare rakes to cater to late running of trains;

(प्रमुख मुख्य परिचालन प्रबन्धक/Prihcipal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
14	3.61.3. Consequent to reduction of train movements, the loco/crew/rake links shall be reviewed during the period of fog.	3.61.3.3. Fog affected Divisions should review the crew changing locations. In view of increased hours on road, infrastructure at new/additional crew changing locations may be created. Simultaneously the loco/crew/rake links shall be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog;
15	NIL	3.61.3.4. PME/Refresher Training and other Safety/Promotional Courses of Loco Pilots/ Assistant Loco Pilots and Guards in ZRTIs/ STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
16	NIL	3.61.4. Visibility Test Object (VTO)
17	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.	3.61.4.1. The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop signal.
18	NIL	3.61.4.2. VTO for Semaphore Signalling and for two aspect CLS: The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR.3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
19	NIL	3.61.4.3. Prescribed VTO for Multiple Aspect Colour Light Signalling: (a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand. (b) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR.3.61 (2) (a) but will arrange to place the detonators to warn the Loco Pilot, unless specified otherwise in these instructions. **Note:- There should be <u>one</u> Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meters from the place where the SM shall normally stand to see the prescribed VTO.**
20	NIL	3.61.4.4. The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).
21	3.61.4.1. 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.	3.61.4.3. Visibility Test Post: When VTO cannot be prescribed, Visibility Test Post (VTP) shall be erected in either direction at a distance of 300-350 metres in Semaphore and Two Aspect Signalling and 180 metres in Multiple Aspect Signalling from a nominated place where the SM shall stand. VTP shall be a post fixed vertically in the ground painted with yellow self luminous paint or provided with yellow self luminous strips along 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;
22	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 Signalman. 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.	3.61.5. Fog Signal Post: Fog Signal Posts are erected at 270 metres in rear of FSS in all directions of approach, to indicate the location for placing detonators by Fog Signalman. 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.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
23	3.61.7. No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train. 3.61.8. no train to be advanced beyond the Starter, or beyond intermediate Starter Signal as the case may be upto the Advance Starter when track circuiting is not provided in this zone..	3.61.7. When the VTP (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he/she shall take action as under:- (a) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit. (b) Observe the VTO before granting Line Clear to a train. (c) In case prescribed VTO is not visible:- i) Depute fog signalman with detonators to place detonators in situations prescribed under para 3.61.5.2 at 270 – 280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train. ii) Engineering Department will make all efforts to provide fog signalman. iii) No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train. (d) Provisions given as per GR. 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond intermediate Starter Signal where these exists, upto the Advance Starter at stations which do not have track circuiting in this zone.
24	NIL	3.61.8. Necessity of placement of detonators:
25	3.61.5.1. 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.	3.61.8.1. Where Not Necessary to Place Detonators:- (a) In sections where a reliable Fog Safe Device has been provided on locomotives and notified to stations by the Divisional authorities; (b) Where adequate pre-warning is provided; i.e., at stations where double distant signals are provided; (c) Where maximum speed allowed in the station section is upto 15 KMPH even at stations where pre-warning signal is not available, but a Warning Board exists; (d) Where speed of the section is less than 50 KMPH (but more than 15 KMPH) and the first signal of a Station is not a stop signal. (e) In Automatic Signalling territory; (f) On Gate Signal; (g) On Departure Signal; (h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/ Signal;

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
26	3.61.5.2. Where necessary to place detonators: (i) At class 'A' station in rear of Home signal, two detonators, at 10 metres apart at Fog signal post. (ii) At class 'B' station with Lower Quadrant Signals, in rear of Outer signal, two detonators, at 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, at 10 metres apart at Fog signal post. (iv) At Reporting stations in Automatic block territory.	3.61.8.2. Where it is necessary to Place Detonators: The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under: (a) At 'A' class stations where Warner exists – Detonators to be placed short of Home signal and not the Warner; (b) At 'B' class station equipped with Lower Quadrant Signals – Detonators to be placed short of Outer signal. (c) In Multiple Aspect Signalling, where single Distant Signal is provided Detonators to be placed short of Home signal. **Note: Fog Signal Posts will be provided only at stations where there may be a requirement to place detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).**
27	3.61.6. Procedure for placing detonators during fog:	Renumbered as 3.61.9. No change in content.
	3.61.6.1 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.	Renumbered as 3.61.9.1. No change in content.
	3.61.6.2. 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.	Renumbered as 3.61.9.2. No change in content.
	3.61.6.3. Each of these Fog signal man 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.	Renumbered as 3.61.9.3. No change in content.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
27 contd	3.61.6.4. 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 signalman due to walkie talkie not being available or out of order etc., Station Master can grant Line Clear for the first train after a time lapse of 30 minutes from the departure of Fog signalman	Renumbered as 3.61.9.4. No change in content.
	3.61.6.5. Line Clear shall not be granted for a train during fog when all the running lines are occupied at the station.	Renumbered as 3.61.9.5. No change in content.
	3.61.6.6. 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.	Renumbered as 3.61.9.6. No change in content.
	3.61.6.7. 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).	Renumbered as 3.61.9.7. No change in content.
	3.61.6.8. 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.	Renumbered as 3.61.9.8. No change in content.
	3.61.6.9. 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.	Renumbered as 3.61.9.9. No change in content.
	3.61.6.10. 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.	Renumbered as 3.61.9.10. No change in content.
	3.61.6.11. 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 signalmen 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.	Renumbered as 3.61.9.11. No change in content.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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Item no.	Existing SR	SR. after Amendment
27 contd	3.61.6.12. 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 out 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 out 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.	Renumbered as 3.61.9.12. No change in content.
	3.61.6.13. 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.	Renumbered as 3.61.9.13. No change in content.
	3.61.6.14. 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.	Renumbered as 3.61.9.14. No change in content.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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28	3.61.9. Precautions by Loco Pilots: 3.61.9.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: (a) 60 kmph while passing Automatic Stop signal at 'green'; (b) 30 kmph while passing Automatic Stop signal at 'double yellow' and (c) 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'.	3.61.10. Precautions by Loco Pilot:- The Loco Pilot shall take action in regard to speed of the train during fog as under:- (i) During fog when the Loco Pilot in his judgement feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than **75 KMPH;** (ii) Loco Pilot to whistle frequently to warm the Gateman (where provided) and road users of an approaching train at level crossings; (iii) In Absolute Block System the speed should not exceed **75 KMPH** as detailed at item (i) above; (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:- (a) After passing Automatic stop signal at 'Green' the speed not to exceed **75 KMPH;** (b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 KMPH; (c) After passing an Automatic stop signal at 'Yellow' the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal. Note (i) In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 KMPH as indicated above shall be reduced to 60 KMPH or less subject to judgement of Loco Pilot. (ii) As provided under GR. 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle. (iii) First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table. (iv) Prevailing Fog situation should be advised to Crew and Guard in lobby during "Sign ON".

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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29	3.61.10. Precautions by Guard: 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. 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.	Renumbered as 3.61.11. No change in content.
30	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.	Renumbered as 3.61.13. No change in content.
	NIL	3.61.12. The staff shall be advised and counselled regarding provisions in the G&SRs before the onset of Fog. Each and every crew is to be imparted with necessary training for up to two days about the systems of working of trains during fog. This process shall be completed by 1st December every year positively.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

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दक्षिण मध्य रेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad

सख्य /No. टी.157/G&SR/AS/Vol. XIII/31 दिनांक/Date 22.04.2019

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

विषय/Sub: Amendment Slip no. 31 to G&SR - 2008 of SCR -

* * *

Following amendments to G&SR - 2008 of SCR have been given for implementation.

Item No. 1 of AS-31 dated 22.04.2019	SR no. 3.78.2 (d) in Chapter - III (in Page no. 94) is deleted and renumbered SR no. 3.78.2 (e) as 3.78.2 (d), SR no. 3.78.2 (f) as 3.78.2 (e), SR no. 3.78.2 (g) as 3.78.2 (f), SR no. 3.78.2 (h) as 3.78.2 (g), SR no. 3.78.2 (i) as 3.78.2 (h), SR no. 3.78.2 (j) as 3.78.2 (i), SR no. 3.78.2 (k) as 3.78.2 (j) and SR no. 3.78.2 (l) as 3.78.2 (k).
Item No. 2 of AS-31 dated 22.04.2019	SR no. 4.25.5 (d) in Chapter - IV (in Page no. 117) is deleted and renumbered SR nos. 4.25.5 (e) as 4.25.5 (d), SR no. 4.25.5 (f) as 4.25.5 (e), SR no. 4.25.5 (g) as 4.25.5 (f), SR no. 4.25.5 (h) as 4.25.5 (g), SR no. 4.25.5 (i) as 4.25.5 (h), SR no. 4.25.5 (j) as 4.25.5 (i) and SR no. 4.25.5 (k) as 4.25.5 (j).
Item No. 3 of AS-31 dated 22.04.2019	SR no. 3.26.1 in Chapter - III (on page no. 50) is amended as follows: When a signal is newly erected or shifted, it shall be jointly inspected by a 'Sighting Committee' consisting of Transportation, Signal and Loco Inspectors, before it is brought into use. The Sighting Committee shall satisfy itself that the signal is correctly placed and focused for day and night indications, before certifying it as fit for use. They shall fill in and sign the report in the prescribed form provided for the purpose.
Item No. 3 of AS-31 dated 22.04.2019	Following is bifurcated from SR 3.26.1 in Chapter - III (on page no. 50) and numbered as SR 3.26.2: When a signal is newly erected or shifted, a caution order shall be issued for a period of **90 (Ninety)** days and the same information should be notified through SOB, after the signal has been brought into use, in order to draw the attention of the Loco Pilots/Assistant Loco Pilots to the change effected.
Item No. 3 of AS-31 dated 22.04.2019	Existing SR no. 3.26.2. in Chapter - III (on page no. 50) is renumbered as 3.26.3 and amended as following: All signals on a section shall be jointly inspected by the Signal, Transportation and Loco Inspectors, at least once in quarter and joint reports pertaining thereto shall be submitted to the **Sr. DSTE, Sr. DOM and Sr. DME or Sr. DEE/TRSO.**

Please note and notify to all concerned.

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

Encl: Annexure to AS-31 showing existing and amended SRs for pasting in the Assurance Register by Station Superintendent for information to all the staff under him.

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

P.T.O

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
AGM, SDGM, DGM/G, CPRO;
Advisor/Safety (A&R);
CRS/SCC/SC;
CMD, CHD, MD;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, CSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, 0
PCSTE, CSE, CCE, CSTE/P, CSTE/C,
CSO; Dy.CME/R&L;
PCPO, PFA, Principal Director/Audit;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

&

MRA & Dy. MRA for translation into Hindi.

(एन. मधुसूदन राव/N. Madhusudana Rao)
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 the Operating staff under his/her control.

Rule no.	Existing SRs	SRs after Amendment
3.78.2 (d)	In case of Commissioning of new IBS, 01 trip may be provided.	Deleted
4.25.5 (d)	In case of Commissioning of new IBS, 01 trip may be provided.	Deleted
3.26.1	When a signal is newly erected or shifted, it shall be jointly inspected by a 'Sighting Committee' consisting of Transportation, Signal and Loco Inspectors, before it is brought into use. The Sighting Committee shall satisfy itself that the signal is correctly placed and focused for day and night indications, before certifying it as fit for use. They shall fill in and sign the report in the prescribed form provided for the purpose. A caution order shall be issued for a period of **10 (TEN)** days and the same information should be notified through SOB, after the signal has been brought into use, in order to draw the attention of the Loco Pilots to the change effected.	**3.26.1.** When a signal is newly erected or shifted, it shall be jointly inspected by a 'Sighting Committee' consisting of Transportation, Signal and Loco Inspectors, before it is brought into use. The Sighting Committee shall satisfy itself that the signal is correctly placed and focused for day and night indications, before certifying it as fit for use. They shall fill in and sign the report in the prescribed form provided for the purpose. **3.26.2.** When a signal is newly erected or shifted, a caution order shall be issued for a period of **90 (Ninety)** days and the same information should be notified through SOB, after the signal has been brought into use, in order to draw the attention of the Loco Pilots/Assistant Loco Pilots and Guards to the change effected.
3.26.2	All signals on a section shall be jointly inspected by the Signal, Transportation and Loco Inspectors at least once in quarter and joint reports pertaining thereto shall be submitted to the **DSTE, DSO and DME.**	**3.26.3.** All signals on a section shall be jointly inspected by the Signal, Transportation and Loco Inspectors at least once in quarter and joint reports pertaining thereto shall be submitted to the **Sr. DSTE, Sr. DOM and Sr. DME or Sr. DEE/TRSO.**

(एन. मधुसूदन राव/N. Madhusudana Rao)
प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager

दक्षिण मध्य रेल्वे

South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIV/32 दिनांक/Date: 19.07.2019.

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

विषय/Sub: Amendment Slip no. 32 to G&SR - 2008 of SCR.

* * *

Following amendments to G&SR - 2008 of SCR have been given for implementation.

Item No. 1 of AS-32 dated 19.07.2019	**S.R. 4.12.2.4 in page no. 102 is amended as under:** The Guard of a pushing train shall keep a sharp lookout while passing through tunnels, bridges, and cuttings and continuously exhibit PHS to the Loco Pilot.
Item No. 2 of AS-32 dated 19.07.2019	**SR 4.50.1 (9) (h) in page no. 131 is deleted.**
Item No. 3 of AS-32 dated 19.07.2019	**SR 4.50.3 in page no. 132 is amended as under:** Whistle Boards are provided at a distance of 600 metres 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. 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.
Item No. 4 of AS-32 dated 19.07.2019	**Note under 15.27.9. 5.10 in page no. 291 is amended as under:** Note: On tracking/off tracking of RRV shall not be done during the failure of telecommunication at manned Level Crossing gate.

के शिव प्रसाद

प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

Contd...2.

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Item No. 5 of AS-32 dated 19.07.2019	**Para III of Appendix - II in pages 347 & 348 is deleted and renumbered existing para IV as para III.**

Please note and notify to all concerned.

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

Encl: Annexure to AS-32 showing existing and amended SRs for pasting in the Assurance Register by Station Superintendent for information to all the staff under him.

के शिव प्रसाद

(के. शिव प्रसाद/K. Siva Prasad)

(प्रमुख मुख्य परिचालन प्रबन्धक/

Principal Chief Operations Manager)

Copy to: General Managers, PCOMs & CSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR & Metro Rly/Kolkatta;
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Advisor/Safety (A&R);
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CMD, CHD, MD;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, CSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, 0
PCSTE, CSE, CCE, CSTE/P, CSTE/C,
CSO; Dy.CME/R&L;
PCPO, PFA, Principal Director/Audit;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

&

MRA & Dy. MRA for translation into Hindi.

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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.

SR No.	Existing SRs	SRs. after Amendment
4.12. 2.4.	The Guard of a pushing train shall keep a sharp lookout while passing through **unmanned level crossings,** tunnels, bridges, and cuttings and continuously exhibit PHS to the Loco Pilot.	The Guard of a pushing train shall keep a sharp lookout while passing through tunnels, bridges, and cuttings and continuously exhibit PHS to the Loco Pilot.
4.50 1 (9) (h)	Approaching level crossing from repeater whistle board wherever provided at a distance of 250 mtrs short of Level Crossing.	Deleted.
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. At unmanned level crossings wherever repeater whistle boards have been provided at a distance of 250 mtrs short of level crossings, Loco Pilot shall continuously give long engine whistle from the repeater whistle board.**	Whistle Boards are provided at a distance of 600 metres 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. 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.
Note under 15.27.9. 5.10	Note: On tracking/off tracking of RRV shall not be done **from unmanned level crossing and** during failure of telephone communication at manned level crossing gate.	Note: On tracking/off tracking of RRV shall not be done during the failure of telecommunication at manned Level Crossing gate.

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

Contd....2.

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<table>
<tr>
<td>III of Appendix-II</td>
<td>Circumstances under which, Unmanned Level Crossings shall be manned:
Based on traffic density, visibility and regular plying of buses etc., unmanned level crossings have been categorized into I, II & III for manning at railways cost in a phased manner on a programmed basis as per following priority:
<table>
<tr><td>Category I</td><td>Level Crossing where TVUs exceed 6000, number of road vehicles exceeds 180 and where visibility is clear.</td></tr>
<tr><td>Category II</td><td>Level Crossing where TVUs exceed 6000, number of road vehicles exceeds 120 and where visibility is restricted.</td></tr>
<tr><td>Category III</td><td>Level crossing where TVUs between 6000 and 3000 and where visibility is restricted.</td></tr>
</table>
Further, manning of any unmanned level crossing shall not be done if motor vehicles do not ply regularly. Manning of category III level crossings should be considered once manning of first two categories is over. Further, if any unmanned level crossing gets involved in more than 3 accidents in 3 years, it should be manned immediately irrespective of the category to which it belongs.</td>
<td>Deleted.</td>
</tr>
</table>

के.शिव प्रसाद 24.7.19

(के. शिव प्रसाद/K. Siva Prasad)

(प्रमुख मुख्य परिचालन प्रबन्धक/

Principal Chief Operations Manager)

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दक्षिण मध्य रेल्वे

South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIV/33 दिनांक/Date: 05.12.2019.

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

विषय/Sub: Amendment Slip no. 33 to G&SR - 2008 of SCR.

* * *

The following amendments to Bell Signal Codes under SR 4.51 of Chapter IV and 1.1 of Appendix XVI of G&SR have been given. These amendments shall be brought into force with effect from 15.12.2019. Notice shall be given to all concerned through SOB before the effective date. Counselling shall be done before the effective date and Drive shall be conducted to cover all staff concerned, from the effective date.

Item No.1 of AS 33 dated 05.12.2019: SR 4.51 of Chapter IV and Rule no. 1.1 of Appendix - XVI of G&SR - 2008, on Bell Signal codes, have been amended as following, duly renumbering SR 4.51 as 4.51.1:

The following Bell Signal Codes shall be given by the Loco Pilot/Motorman and to be acknowledged by the Guard working EMU/DMU trains.

S. No.	Bell Signal Code by LP/Motorman	Indication	Acknowledgement by Guard	Indication
1.	0	1. Signal is ON or 2. Stopping train or 3. Unable to start.	0	Acknowledge
2.	00	Signal is OFF and starting the train	00	Acknowledge and Ensure conditions to start before starting.
3.	00	Run through signals given. Train is running through station.	00	Acknowledge
4.	00—00	1. Passing Automatic signal at "ON" or 2. Semi - Automatic Signal at ON" with "A" marker illuminating or 3. Passing IBS signal at ON, IBS telephone out of order or 4. Passing Gate signal at ON	00—00	Acknowledge and ensure conditions to start before starting.
5.	000	Guard required by Loco pilot	000	Acknowledge, secure the train, protect in rear and proceed

के शिव प्रसाद

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

Contd. 2

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S. No.	Bell Signal Code by LP/Motorman	Indication	Acknowledgement by Guard	Indication
6.	0000----00	1. Received authority to pass Stop signal at ON or 2. Passing IBS signal at ON, with SM's PN.	0000----00	Acknowledge and ensure conditions to start before starting.
7.	000----000----0	Calling on signal given starting the train.	000----000----0	Acknowledge and ensure conditions to start before starting.
8.	0000	Protect train in Rear	0000	1. Acknowledge; 2. Place Skids/Wedges and protect the train; 3. Repeat the bell code;
9.	00----0----0	Apply brakes and place Skids/Wedges	00----0----0	1. Acknowledge; 2. Apply brakes; 3. Place Skids/Wedges; 4. Repeat the bell code;
10.	00----0----00	Remove Skids/Wedges	00----0----00	1. Acknowledge. 2. Remove Skids/Wedges; 3. Repeat the bell code.
11.	00000	1. Initiating Joint Brake Test; 2. Joint Brake Test is completed;	00000	Acknowledge.
12.	000000	Need assistance of Guard in applying brakes.	000000	Apply brakes and acknowledge.

Note: 1. '0' denotes for bell signal and '----' denotes for pause.

2. When there is any doubt on the bell signal codes received, LP/Motorman and Guard may establish personal communication.

Item No. 2 of AS 33 dated 05.12.2019: Add the following as SR 4.51.2 of Chapter IV and Rule no. 1.2 of Appendix - XVI of G&SR - 2008, on Bell Signal codes, duly renumbering existing Rule no. 1.2 of Appendix XVI as 1.3:

The following Bell Signal codes shall be given by the Guard and to be acknowledged by the Loco Pilot/Motorman working EMU/DMU trains.

S. No.	Bell Signal Code by Guard	Indication	Acknowledgement by LP/Motorman	Indication
1.	0	Stop the train	0	Stop and acknowledge.
2.	00	Start the train	00	1. At signalled (Block) stations, ensure off aspect or Authority, acknowledge and start; 2. In case of Non-block of Class 'D' Stations ensure the conditions to start and start.

के शिव प्रसाद

(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

Contd...3.

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S. No.	Bell Signal Code by Guard	Indication	Acknowledgement by LP/Motorman	Indication
3.	00----00	Pushback Train	00----00	Acknowledge and push back train.
4.	000----000	Motorman/Loco Pilot not to exceed prescribed speed.	000----000	Acknowledge and reduce speed.
5.	0----0	Zone of speed restriction is over. Resume prescribed speed.	0----0	Acknowledge and Resume normal speed.
6.	0000	Leaving the cab.	0000	Acknowledge and wait for return of the Guard.

Note: 1. '0' denotes for bell signal and '---' denotes for pause.

2. When there is any doubt on the bell signal codes received, LP/Motorman and Guard may establish personal communication.

के शिव प्रसाद

(के. शिव प्रसाद/K. Siva Prasad)

(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 & Metro Rly/Kolkatta;
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Advisor/Safety (A&R);
CRS/SCC/SC;
CMD, CHD, MD;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, CSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, & CEE/Plg & Operations;
PCSTE, CSE, CCE, CSTE/P, CSTE/C,
PCSO;
PCPO, PFA, Principal Director/Audit;
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, IRISET/LGD;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.

&

MRA & Dy. MRA for translation into Hindi.

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South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIV/34 दिनांक/Date: 12.12.2019.

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

विषय/Sub: Amendment Slip no. 34 to G&SR - 2008 of South Central Railway - Special Instructions dispensing SM's permission to start in case of suburban trains.

* * *

Add the following as SR 4.35.5 under GR 4.35 of Chapter IV in page no. 124:

SR 4.35.5. Dispensation of permission of Station Master vide GR 4.35.5.

SR 4.35.5.1. The permission of Station Master referred to in sub-rule (2) of GR 4.35 is dispensed with in case of suburban trains in the following sections:

(i) Ramachandrapuram - Lingampalli - Secunderabad section of Secunderabad Division
(ii) Hussainsagar - Hyderabad section of Secunderabad Division and
(iii) Falaknuma - Secunderabad section of Hyderabad Division.

SR 4.35.5.2. All passenger carrying DMU, DHMU, DEMU, EMU and MEMU trains (including MMTS trains) shall be treated as suburban trains for the purpose of SR 4.35.5.1.

4.35.5.3. Where permission of Station Master to Guard to start has been dispensed with under SR 4.35.5.1, the procedure for starting the trains is as below:

(a) Guard of DMU, DHMU, DEMU, EMU and MEMU trains (including MMTS trains) shall authorize Motorman/Loco Pilot by prescribed code of **two** bell signals to start the train, provided the Guard has satisfied himself/herself that conditions for the train to start are complied with. However, the responsibility to see and ensure that the correct departure signals to start the train are taken 'OFF' continues with Motorman/Loco Pilot only.

(b) After getting **two** bell signals from Guard, Motorman/Loco Pilot of a train shall satisfy himself/herself that all departure signals (including starter signal) pertaining to his/her line are taken 'OFF' and start the train, after acknowledging bell signals of the Guard by giving **two** bell signals to Guard.

(c) The Motorman/Loco Pilot of a train shall not start his/her train even after getting **two** bell signals from Guard of the train, if departure signals are at 'ON'. In this case Motorman/Loco Pilot of the train shall communicate to Guard by **one** bell signal for 'ON' position of the departure signals. As soon as 'OFF' aspect of departure signals (including starter signal) are given, the Motorman/Loco Pilot shall communicate by giving **two** bell signals to Guard and shall start the train after getting **two** bell signals from the Guard.

Please note and notify to all concerned.

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

के शिव प्रसाद 12.12.19

(के. शिव प्रसाद/K. Siva Prasad)
(प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager)

P.T.O

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South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/Vol. XIV/34 दिनांक/Date: 12.12.2019.

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

विषय/Sub: Amendment Slip no. 34 to G&SR - 2008 of South Central Railway - Special Instructions dispensing SM's permission to start in case of suburban trains - with effect from 15.12.2019.

संदर्भ/Ref: PCOM letter no. T. 157/G&SR/AS/Vol. XIV/34 dated 12.12.2019.

* * *

Amendment Slip no. 34 is issued vide letter under reference, dispensing Station Master's permission to Guards of suburban trains in the sections as notified to start vide GR 4.35 (5). This Amendment shall be brought into force with effect from 15.12.2019.

Amendment Slip no. 33 has already been issued in connection with the Bell signal codes, which is also to be brought into force with effect from 15.12.2019.

All staff concerned may be suitably counselled regarding both AS no. 33 & AS no. 34 before the effective date.

Please note and notify to all concerned.

12/12/19

(अरुण जे राठोड/Arun J Rathod)
मुख्य यातायात प्रबंधक/सामान्य एवं सापेक्ष योजना
CTM/G&PP

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PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, & CEE/Plg & Operations;
Sr.DOMs/DOMs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DSO/DSOs/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DME/DMEs/DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED;
Sr.DEE/TRSO/ SC, BZA, GTL & GNT;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD & ZCETC/KCG;
Instructors-in-charge: ATC/KCG, DTTC/BZA & GTL, DCETC/MRGA, GTL, RJY & NED.
Secretary to GM for kind information of GM

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दक्षिणमध्यरेल्वे
SOUTH CENTRAL RAILWAY

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

No. T. 157/G&SR/AS/Vol. XIV/35 Date: 27.07.2020.

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

विषय/Sub:Amendment Slip no. 35 to G&SR - 2008 of SCR for amendments to SR 3.23, 3.24, 3.36, 3.38 and 3.49.

* * *

The following amendments have been given for implementation:

Item No.1 of AS-35 dated 27.07.2020	**SR nos. 3.23.1, 3.23.1.1.1, 3.23.1.1.2, 3.23.1.1.3, 3.23.1.2.1, 3.23.1.2.2, 3.23.1.2.3 are deleted.**
Item No.2 of AS-35 dated 27.07.2020	**Existing SR 3.23.1.3 is renumbered as 3.23.1 and amended as under:** Miniature Signal repeaters are provided on Station Master's Control Panels/VDUs to repeat the aspect displayed by each signal.
Item No.3 of AS-35 dated 27.07.2020	**SR nos. 3.23.1.4.1 & 3.23.1.4.2 are deleted.**
Item No.4 of AS-35 dated 27.07.2020	**SR nos. 3.23.2.1 is amended as under.** At stations, where signal repeaters are provided, the Station Master shall satisfy himself by observing indications of the repeaters that the signal**sare** working properly. Whenever **any** signal repeater is not in working order, the relevant fixed signal need not be treated as defective, if it is possible for the Station Master to observe personally the position of the signal by proceeding to a convenient place outside his office from where it can be seen. If it is not possible for the Station Master to personally ensure that the signal is in the correct position by proceeding to a convenient place outside his office. At stations provided with cabins at either ends of the yard, **the Station Master at the station** shall ascertain from the **Station Master** of the cabin concerned that the **signal is working properly** and exchange private numbers.

के शिव प्रसाद

(प्रमुखमुख्यपरिचालनप्रबन्धक/Principal Chief Operations Manager)

Contd...2.

Item No.5 of AS-35 dated 27.07.2020	**SRs 3.23.2.2 and 3.23.2.3 are deleted and existing SR no. as 3.23.2.4 is renumbered as 3.23.2.2.**
Item No.6 of AS-35 dated 27.07.2020	**SR no. 3.24 is deleted.**
Item No.7 of AS-35 dated 27.07.2020	**S.R.3.36.2. is amended as under:** The Station Master shall assure himself, in all cases either personally or by means of the repeater that the concerned signals, governing the movement of a train, are taken 'off ' for the train correctly and such signals are put back to 'on' immediately after the train has completely passed the signal. However, the position of the points shall not be changed, until the whole train has either come to a stop at the station or run through the station, except where sectional route release facility is provided.
Item No.8 of AS-35 dated 27.07.2020	**S.R.3.36.3.1. is amended as under:** **Testing of Reception signals:** At interlocked stations with two cabins, one on either side, where signal reversers are provided and the taking 'off' of the reception and dispatch signals controlled by means of control **knobs** in the Station Master's office and slot **knob** control in the cabin, the Station Master shall daily, during day time, when no train is due to arrive or leave the station, test the working of the reception signals in one direction for one line as for a stopping train. For example, at a station with two running roads the signals shall be tested as under-
Item No.9 of AS-35 dated 27.07.2020	**S.R.3.36.3.1.1. is amended as under:** The Station Master shall arrange for the taking 'off' of the Up reception signals for road No.1. He shall then put back his control **knob** and personally see whether the reception signals have gone back to 'on' position. The Station Master **at the station** shall again arrange for the taking 'off' of the Up reception signals for road No. 1 and instruct the **Station Master in the Cabin** to put back the cabin slot **knob** to normal and personally see whether the reception signals have gone back to 'on' position.
Item No.10 of AS-35 dated 27.07.2020	**S.R.3.36.3.1.2. is amended as under:** The Station Master **at the Station** shall similarly test on the second day, the Down reception signals for road No. 1 and on the third day, the Up reception signals for road No. 2. On the fourth day, the Down reception signals for road No. 2 and so on, every day repeating the procedure laid down in para 3.1.1. above.

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Item No.11 of AS-35 dated 27.07.2020	**S.R.3.36.3.2. is amended as under:** The Station Masters shall immediately after each test, record the results of the test in the Station Diary. If the signals do not go back to 'on' position when the Station Master's control **knob/button** or cabin slot is restored to its normal position, the signal shall be treated as defective and immediate action taken as laid down in the General Rules 3.68 and 3.69 and Subsidiary Rules there under.
Item No.12 of AS-35 dated 27.07.2020	**S.R.3.36.3.3. is amended as under:** This procedure of testing the reception signals shall also be adhered to at stations provided with a central cabin with Station Master's control **knobs/buttons** in the Station Master's office. At stations where Cabin Station Masters are in-charge of cabins, the Station Masters of such stations shall similarly test the working of the reception signals daily and record the results of the tests in the Station Diary maintained in the cabin.
Item No.13 of AS-35 dated 27.07.2020	**S.R.3.36.6. is amended as under:** ***Certificate of competency – Shunting Master/Pointsmen.*** Every ***Shunting Master/ Pointsmen*** shall be tested after completion of initial/refresher training course and be issued with a certificate of competency by the in charge of the training centre in the form No. T.336 before he is put to work **independently**. The certificate of competency will be valid for a period of 3 years from the date of issue.
Item No.14 of AS-35 dated 27.07.2020	**S.R.3.38.5.1. is amended as under:** **Line Blocked/Power Block caps** are provided for the Control Panels at stations and cabins. These **Line Blocked/Power Blocked caps** shall be placed on the **Signal/Point/Routeknobs/ buttons** to prevent the operation **Signal/Point/Routeknobs/ buttons** and to give a visual warning to the **Station Master. In VDU Panels facility to block a line is provided through a pop-up message.**
Item No.15 of AS-35 dated 27.07.2020	**S.R.3.38.5.2. is amended as under:** **Line Blocked Caps** bearing the words "line blocked" **painted in white on in red colour caps** are intended for placing on the concerned **Signal/ Point/Routeknobs/buttons** of a line on which a train or vehicle is left standing or otherwise obstructed. These **Line Blocked caps** shall also be used when a train stops at a station to cross and/or to give precedence to another train or trains. **Power Block, Caps bearing the words "Power Block" painted in red on Yellow colour caps, are intended for placing on the concerned Signal/Point/Route knobs/ buttons of a line on which Power Block is given. The Power Block caps shall be removed only when the Power Block has been cleared.**
Item No.16 of AS-35 dated 27.07.2020	**S.R.3.38.5.3. is deleted:**

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Item No.17 of AS-35 dated 27.07.2020	**S.R.3.38.5.4. is renumbered as 3.38.5.3 and amended as under:** Detailed instructions regarding the use of Line Block/**Power Block caps in knob/button operated panels or application of line block/power block reminders in VDU panels** shall be incorporated in the Station Working Rules.
Item No.18 of AS-35 dated 27.07.2020	**SR no. 3.38.5.5 is deleted:**
Item No.19 of AS-35 dated 27.07.2020	**SR nos. 3.38.7.4 is amended as under:** Handing over Emergency Crank Handle of motor operated points to S&T staff for maintenance work etc— If the emergency crank handle is required by the S&T staff for maintenance work or for the purpose of testing, disconnection and reconnection notices should be issued in accordance with procedure laid down. Whenever the emergency crank handle is handed over to the S&T staff, an entry should be made in the emergency crank handle register showing the points on which the emergency crank handle is required to be used. At the same time the **'Line Blocked' caps** should be put on the relevant **point knobs/buttons**. During the time of the emergency crank handle is in use, the reception/dispatch of trains or **any shunt movement** should be arranged in accordance with the rules. **In case of VDU operated panels, procedure to ensure the concerned point is locked to prevent its operation shall be given in the Station Working Rules.**
Item No.20 of AS-35 dated 27.07.2020	**S.R.3.38.7.5. is deleted:**
Item No.21 of AS-35 dated 27.07.2020	**S.R.3.49.1. is amended as under:** Whenever **reception** signals become blank or **not in 'On' position,** the Station Master shall not grant Line Clear unless he has initiated action in accordance with the procedures prescribed in G. R. 3.68 and 3.69.
Item No.22 of AS-35 dated 27.07.2020	**S.Rs.3.49.2, 3.49.3, 3.49.3, 3.49.4.1, 3.49.4.2, 3.49.4.3, 3.49.4.4, 3.49.4.5, 3.49.4.6, 3.49.5.1. 3.49.5.1.1, 3.49.5.1.2, 3.49.5.1.3, 3.49.5.1.4, 3.49.5.1.5, 3.49.5.1.6, 3.49.5.1.7, 3.49.5.2, 3.49.5.3. 3.49.5.4. 3.49.5.5, 3.49.5.5.1. 3.49.5.5.2, 3.49.5.5.3, 3.49.5.5.4 are deleted.**

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Please note and notify to all concerned.

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

Encl: Annexure to AS-35 showing existing and amended SRs for pasting in the Assurance Register by Station Superintendents for information to all the staff under them.

के. शिव प्रसाद

(के. शिवप्रसाद/K. Siva Prasad)
(प्रमुखमुख्यपरिचालनप्रबन्धक/
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;
CRS/SCC/SC;
PED/Safety (A&R);
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM, PCSC
PCE, CTE, CTE/TP, CBE, CGE, CE/RSW;
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, CEE/O&P;
PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISET/LGD;
PCSO;
PCPO, PFA, Principal Director/Audit;
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;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD&ZCETC/KCG &
MRA & Dy. MRA for translation into Hindi.

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

S. No.	SR No.	Existing SR	Amended SR
1.	3.23. 1.	Provision of repeaters There are four kinds of repeaters in use. 1.1. Signal arm repeaters. 1.2. Signal light repeaters. 1.3. Miniature light repeaters for colour light signals. 1.4. Light emitting diode type repeaters.	Deleted
2.	3.23. 1.1.1 to 1.1.3	**SIGNAL ARM REPEATERS:-** This consists of a dial with an indicator. The Indicator usually takes the form of a miniature semaphore arm. The indicator is arranged to assume one of the three positions i.e., 'on', 'off' or 'wrong' under the following conditions:- 1.1.1. 'on' when the signal arm is at 'on'. 1.1.2. 'Off' when the signal arm is at 'Off'. 1.1.3. 'Wrong' when the signal is either drooping or not fully 'off' or when the indicator is defective. When the indicator points to 'wrong', the Station Master shall test the signal by arranging to pull the signal lever concerned and putting it back smartly. This would correct the indicator, if there is no defect in the signal. Even after this test, if the indicator points to 'wrong', the repeater shall be treated as defective. Note: Cabin wire adjusters where provided, may be used for adjusting the signal wires when the indicator points to 'wrong'.	Deleted
3.	3.23. 1.2.1	**SIGNAL LIGHT REPEATERS:-** The signal light repeaters consist of – A dial with a visual indicator which shows 'in' when the signal lamp is burning and 'out' when the signal lamp is not burning.	Deleted
4.	3.23. 1.2.2	An alarm bell for the purpose of audibly indicating when the signal lamp is not burning and	Deleted
5.	3.23. 1.2.3 .	A bell switch provided in conjunction with the bell- it has two positions, one marked 'day' and the other 'night'. The switch shall be kept in the 'night' position during night and the 'day' position during day. The alarm bell shall be tested every day. Immediately before the signal lamp is lit, the bell switch shall be turned from 'day' to 'night'. If the bell rings, the repeater shall be considered to be in order and if it does not ring, the repeater shall be treated as defective.	Deleted
6.	3.23. 1.3	**MINIATURE LIGHT REPEATER FOR COLOUR LIGHT SIGNALS:-** Miniature light repeaters are provided in the cabin in colour light signalling territory to repeat the aspect displayed by each signal. The repeat indications of Distant and Stop signals take the form of colour light.	Renumbered as SR. 3.23.1 and amended as: Miniature Signal repeaters are provided on Station Master's Control Panels/VDUs to repeat the aspect displayed by each signal.

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S. No.	SR No.	Existing SR	Amended SR
7.	3.23. 1.4.1	**LIGHT EMITTING DIODE TYPE REPEATERS (LED):-** A 'red' miniature light lit by LED when the signal arm is at 'on' or not fully 'off' or drooping and a miniature 'green' light lit by LED when the signal arm is fully 'off' indicate the positions of the signal arm which they repeat respectively both by day and by night.	Deleted
8.	3.23. 1.4.2	A miniature white light lit by LED indicates that the signal lamp is burning and no light indicates that the signal lamp is extinguished or put out.	Deleted
9.	3.23. 2	Responsibility of Station Master regarding failure and restoration of repeater:-	No change
10.	3.23. 2.1	At stations, where signal **arm with back light or arm and light** repeaters are provided, the Station Master shall satisfy himself by observing **the arm and back light or the** indications of the repeaters — **the arm repeaters by day and the arm and light repeaters by night,** that the signal **is** working properly. Whenever **the arm repeater or the light** repeater **or its audible indication in the semaphore signalling territory** is not in working order, the relevant fixed signal need not be treated as defective, if it is possible for the Station Master to observe personally the position of the signal **arm by day or the back-light by night** by proceeding to a convenient place outside his office from where it can be seen. If it is not possible for the Station Master to personally ensure that **the arm is in the correct position by day or back-light is visible by night,** by proceeding to a convenient place outside his office, he shall, at stations provided with cabins at either end of the yard ascertain from the **Switchman/Cabinman/Leverman** of the cabin concerned that the **arm or back-light is visible to him** and exchange private numbers.	At stations, where signal repeaters are provided, the Station Master shall satisfy himself by observing indications of the repeaters that the signal**s are** working properly. Whenever **any** signal repeater is not in working order, the relevant fixed signal need not be treated as defective, if it is possible for the Station Master to observe personally the position of the signal by proceeding to a convenient place outside his office from where it can be seen. If it is not possible for the Station Master to personally ensure that the signal is in the correct position by proceeding to a convenient place outside his office. At stations provided with cabins at either ends of the yard, **the Station Master at the station** shall ascertain from the **Station Master** of the cabin concerned that the **signal is working properly** and exchange private numbers.
11.	3.23. 2.2	The defect shall be reported to the officials concerned after making necessary entries to this effect in the S&T failure register. The procedure (referred to in para 2.1), however, will not be applicable in the case of departure signals, which should be considered as defective, if the repeater is not in working order.	Deleted

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S. No.	SR No.	Existing SR	Amended SR
12.	3.23. 2.3	In case it is not possible for the Station Master to ensure the visibility of the arm or back light by any of the methods as stipulated under para 2.1 above, the relevant signal shall be treated as defective and not taken 'off' for any train and action taken in accordance with rules 3.68 to 3.72 and the subsidiary rules there under until it is rectified by the authorized official of the S&T department.	Deleted.
13.	3.23. 2.4	Whenever the miniature light repeater in the colour light signalling territory is found to be defective and the signal light aspect is not visible from the station/cabin, the signal which it repeats shall be treated as defective and not taken 'off' for any train and action taken in accordance with Rule 3.68 to 3.72 and the Subsidiary Rules there under until it is rectified by the authorized official of the S&T department.	Renumber as 3.23.2. No change.
14.	3.24	The Station Master shall not grant Line Clear for a train to approach unless the back-lights of the relevant signals are clearly visible, wherever the 'on' position of reception signals is not proved in the block instrument.	Deleted.
15.	3.36. 2	**The staff responsible for working the signal at a station shall see that the signal arm obeys the lever actuating it.** The Station Master shall also assure himself, in all cases either personally or by means of the repeater, where provided, that the concerned signals, governing the movement of a train, are taken 'off ' for the train correctly and that, such signals are put back to 'on' immediately after the train has completely passed the signal. However, the position of the points shall not be changed, until the whole train has either come to a stop at the station or run through the station, except where sectional route release facility is provided.	The Station Master shall assure himself, in all cases either personally or by means of the repeater that the concerned signals, governing the movement of a train, are taken 'off ' for the train correctly and such signals are put back to 'on' immediately after the train has completely passed the signal. However, the position of the points shall not be changed, until the whole train has either come to a stop at the station or run through the station, except where sectional route release facility is provided.
16.	3.36. 3.1	At interlocked stations with two cabins, one on either side, where signal reversers are provided and the taking 'off' of the reception and despatch signals controlled by means of control **slides** in the Station Master's office and slot **lever** control in the cabin, the Station Master shall daily, during day time, when no train is due to arrive or leave the station, test the working of the reception signals in one direction for one line as for a stopping train. For example, at a station with two running roads the signals shall be tested as under-	**Testing of Reception signals:** At interlocked stations with two cabins, one on either side, where signal reversers are provided and the taking 'off' of the reception and despatch signals controlled by means of control **knobs** in the Station Master's office and slot **knob** control in the cabin, the Station Master shall daily, during day time, when no train is due to arrive or leave the station, test the working of the reception signals in one direction for one line as for a stopping train. For example, at a station with two running roads the signals shall be tested as under-

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S. No.	SR No.	Existing SR	Amended SR
17.	3.36. 3.1.1	The Station Master shall arrange for the taking 'off' of the Up reception signals for road No.1. He shall then put back his control **slide** and personally see whether the reception signals have gone back to 'on' position. The Station Master shall again arrange for the taking 'off of the Up reception signals for road No. 1 and instruct the **Switchman/Cabinman/Leverman** in the concerned cabin to put back the cabin slot **lever** to normal and personally see whether the reception signals have gone back to 'on' position.	The Station Master shall arrange for the taking 'off' of the Up reception signals for road No.1. He shall then put back his control **knob** and personally see whether the reception signals have gone back to 'on' position. The Station Master **at the station** shall again arrange for the taking 'off' of the Up reception signals for road No. 1 and instruct the **Station Master in the Cabin** to put back the cabin slot **knob** to normal and personally see whether the reception signals have gone back to 'on' position.
18.	3.36. 3.1.2	The Station Master shall similarly test on the second day, the Down reception signals for road No. 1 and on the third day, the Up reception signals for road No. 2. On the fourth day, the Down reception signals for road No. 2 and so on, every day repeating the procedure laid down in para 3.1.1. above.	The Station Master **at the Station** shall similarly test on the second day, the Down reception signals for road No. 1 and on the third day, the Up reception signals for road No. 2. On the fourth day, the Down reception signals for road No. 2 and so on, every day repeating the procedure laid down in para 3.1.1. above.
19.	3.36. 3.2	The Station Master shall immediately after each test, record the results of the test in the Station Diary. If the signals do not go back to 'on' position when the Station Master's control **slide** or cabin slot is restored to its normal position, the signal shall be treated as defective and immediate action taken as laid down in the General Rules 3.68 and 3.69 and Subsidiary Rules there under.	The Station Masters shall immediately after each test, record the results of the test in the Station Diary. If the signals do not go back to 'on' position when the Station Master's control **knob/button** or cabin slot is restored to its normal position, the signal shall be treated as defective and immediate action taken as laid down in the General Rules 3.68 and 3.69 and Subsidiary Rules there under.
20.	3.36. 3.3	This procedure of testing the reception signals shall also be adhered to at stations provided with a central cabin with Station Master's control **slides** in the Station Master's office. At stations where Cabin **Assistant** Station Masters are in-charge of cabins, the Station Masters of such stations shall similarly test the working of the reception signals daily and record the results of the tests in the Station Diary maintained in the cabin.	This procedure of testing the reception signals shall also be adhered to at stations provided with a central cabin with Station Master's control **knobs/buttons** in the Station Master's office. At stations where Cabin Station Masters are in-charge of cabins, the Station Masters of such stations shall similarly test the working of the reception signals daily and record the results of the tests in the Station Diary maintained in the cabin.
21.	3.36. 6	*Certificate of competency – Cabinman / Leverman* Every Cabinman / Leverman shall be tested after completion of initial / refresher training course and be issued with a certificate of competency by the in charge of the training centre in the form No. T.336 before he is put to work independently. The certificate of competency will be valid for a period of 3 years from the date of issue.	***Certificate of competency – Shunting Master/Pointsmen.*** Every ***Shunting Master/ Pointsmen*** shall be tested after completion of initial/refresher training course and be issued with a certificate of competency by the in charge of the training centre in the form No. T.336 before he is put to work **independently**. The certificate of competency will be valid for a period of 3 years from the date of issue.

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S. No.	SR. No.	Existing SR	Amended SR
22.	3.38. 5.1	**Lever collars** are provided for the **lever frames** at stations. These **lever collars** shall be placed on the **handle** of the signal **levers** to prevent the catch handle being released and to give a visual warning to the **operator**.	**Line Blocked/Power Block caps** are provided for the Control Panels at stations and cabins. These **Line Blocked/Power Blocked caps** shall be placed on the **Signal/Point/Route knobs/ buttons** to prevent the operation of **Signal/Point/Route knobs/ buttons** and to give a visual warning to the **Station Master. In VDU Panels facility to block a line is provided through a pop-up message.**
23.	3.38. 5.2	**Lever collars** bearing the words "line blocked" are intended for **fixing on the handles of the levers**, working points and signals or fixing on the relevant **lever** of a line on which a train or vehicle is left standing or otherwise obstructed. These **lever collars** shall also be used when a train stops at a station to cross and/or to give precedence to another train or trains. The **lever collars** shall be removed only when the line has been cleared.	**Line Blocked Caps** bearing the words "line blocked" **painted in white on in red colour caps** are intended for placing on the concerned **Signal/ Point/Route knobs/buttons** of a line on which a train or vehicle is left standing or otherwise obstructed. These **Line Blocked caps** shall also be used when a train stops at a station to cross and/or to give precedence to another train or trains. **Power Block, Caps bearing the words "Power Block" painted in red on Yellow colour caps, are intended for placing on the concerned Signal/Point/Route knobs/ buttons of a line on which Power Block is given. The Power Block caps shall be removed only when the Power Block has been cleared.**
24.	3.38. 5.3	**Lever collars or slide pins** are provided for the Station Master's control instruments. They shall be used on the relevant **slide** control or the Station Master's key control in the same manner and for the same purpose for which the **lever collars** are used on the handle of the **levers** in the cabins.	Deleted.
25.	3.38. 5.4	Detailed instructions regarding the use of **lever collars or slide pins** shall be incorporated in the Station Working Rules of all stations.	**Renumbered as 3.38.5.3.** Detailed instructions regarding the use of Line Block/**Power Block caps in knob/button operated panels or application of line block/power block reminders in VDU panels** shall be incorporated in the Station Working Rules.

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S. No.	SR No.	Existing SR	Amended SR
26.	3.38. 5.5	A board shall be provided in the cabins and at stations indicating the cabin lever numbers and the Station Master's slide control numbers in respect of each running line on which the lever collars and slide collars/pins are required to be placed, whenever the running line/lines is/are occupied. This board shall be provided by the S&T department.	Deleted.
27.	3.38. 7.4	Handing over Emergency Crank Handle of motor operated points to S&T staff for maintenance work etc— If the emergency crank handle is required by the S&T staff for maintenance work or for the purpose of testing, disconnection and reconnection notices should be issued in accordance with procedure laid down. Whenever the emergency crank handle is handed over to the S&T staff, an entry should be made in the emergency crank handle register showing the points on which the emergency crank handle is required to be used. The **lever collars** should, at the same time, be put on the relevant **levers**. During the time, the emergency crank handle is in use, the reception/despatch of trains should be arranged in accordance with the rules.	Handing over Emergency Crank Handle of motor operated points to S&T staff for maintenance work etc— If the emergency crank handle is required by the S&T staff for maintenance work or for the purpose of testing, disconnection and reconnection notices should be issued in accordance with procedure laid down. Whenever the emergency crank handle is handed over to the S&T staff, an entry should be made in the emergency crank handle register showing the points on which the emergency crank handle is required to be used. At the same time the **'Line Blocked' caps** should be put on the relevant **point knobs/buttons**. During the time of the emergency crank handle is in use, the reception/despatch of trains or **any shunt movement** should be arranged in accordance with the rules. **In case of VDU operated panels, procedure to ensure the concerned point is locked to prevent its operation shall be given in the Station Working Rules.**

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S. No.	SR No.	Existing SR	Amended SR
28.	3.38. 7.5	Mechanically operated points with 'N' and 'R' indication in the Cabin/Station— At certain stations 'N' and 'R' indications are also provided for the mechanically operated points. At these stations the Station Master on duty should check up the indications in the cabin/station after the operation of the points to ensure that they are in working order. If the correct indication is not displayed after the operation of points, the points must be inspected by the Station Master on duty to check up if there is any obstruction in the points. Any obstruction found must be removed and the points once again set and locked and the signals taken 'off' for reception / despatch of trains. Even after the correct setting and locking of the points, if the 'N' and 'R' indications fail to respond, this should be treated as a case of signal failure and the trains dealt in accordance with the provisions of rules.	Deleted.
29.	3.49. 1	Whenever **power fails and** colour light signals become blank, the Station Master shall not grant Line Clear unless he has initiated action in accordance with the procedure prescribed in G. R. 3.68 and 3.69.	Whenever **reception** signals become blank or **not in 'On' position,** the Station Master shall not grant Line Clear unless he has initiated action in accordance with the procedures prescribed in G. R. 3.68 and 3.69.
30.	3.49. 2	The railway servant who lights the signals shall inspect roundels for cracks or breakages and if any defect is noticed, immediately report the matter to the Station Master on duty who will enter the report in the Station Dairy. Such signals shall be treated as defective during the period they are required to be kept burning and action shall be taken in accordance with the procedure prescribed in G.R.3.68 to 3.72 and Subsidiary Rules there under provided further that if there is any crack or breakage in the red roundel, the signal shall not be allowed to remain lit and a railway servant shall be deputed to show Stop hand signal to the approaching trains from the foot of the signal.	Deleted
31.	3.49. 3.	After the lighting up time of signals, if there is any heavy storm, particularly hail storm or cyclone, the Station Master shall depute a competent railway servant to inspect the signals and note the condition of the roundels. If any roundel is found broken, cracked or missing the signal shall be treated as defective and action taken in accordance with G.R.3.68 to 3.72 and Subsidiary Rules there under.	Deleted

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S. No.	SR. No.	Existing SR	Amended SR
32.	3.49. 4.1	Before giving Line Clear for a train, the Station Master shall ensure that the arms of the reception signals pertaining to the train are at 'on' and at night, the signal lamps are lighted and back-light is visible or the repeater provided for the purpose confirms the same. If any reception signal arm is not at 'on' and at night the signal lamp is not lighted, the Station Master shall place the signal arm to 'on' or light the signal lamp and until this has been ensured Line Clear shall not be given for a train.	Deleted
33.	3.49. 4.2.	The Station Master shall comply with Para 3.1 by personally observing the signal arm by day and the back-light by night. If it is not possible to see the signal arm or back-light owing to thick, foggy or tempestuous weather impairing visibility or for any of other reason, he shall proceed to a convenient place outside his office from where it can be seen.	Deleted
34.	3.49. 4.3.	In case of signals with electric repeaters, the arm repeater by day and both the arm and the light repeaters by night shall be observed. In the colour light signalling territory, the Station Master shall observe the aspect of the signal as indicated by the miniature light repeater provided.	Deleted
35.	3.49. 4.4.	At stations provided with block instruments and Station Master's slide control in the same office, the Station Master shall comply with Para 4.1 by ensuring that the slide pertaining to the signal is in normal position by day and night and the back-light is visible by night or if the back-light is not visible, by exchanging Private Numbers with the Cabinman/ Lever man.	Deleted
36.	3.49. 4.5.	In case, it is not possible for the Station Master to ensure the visibility of the arm or back-light, he shall before giving Line Clear initiate action for receiving the train in accordance with the procedure laid down in G.R.3.68 to 3.72 and the subsidiary rules there under [See G.R.3.49 (4)].	Deleted
37.	3.49. 4.6.	The time at which the lamps of fixed signals, indicators and boards, such as Shunting Limit Board, Block Section Limit Board and Stop Board at the station are to be lighted and put out shall be prescribed in the Station Working Rules.	Deleted
38.	3.49. 5.1	Maintenance of signal lamps: The following instructions regarding the cleaning, lighting and maintenance of signal lamps are to be adhered.	Deleted
39.	3.49. 5.1.1	Founts: All founts must be taken to the station lamp room every day in the forenoon on the trays provided for the purpose, for cleaning and refilling. Founts must not be cleaned and refilled at the signals.	Deleted
40.	3.49. 5.1.2	Cleaned and refilled founts must be taken out to the signals from the station lamp room after 16 hours. The founts must be available for inspection by Station Master and inspecting officials of Operating and S & T departments during the day.	Deleted

प्रमुखमुख्यपरिचालनप्रबन्धक/Principal Chief Operations Manager

Contd...9

S. No.	SR. No.	Existing SR	Amended SR
41.	3.49. 5.1.3	Lamp cases must be thoroughly cleaned, and all soot and dirt removed from the interior, especially from the top, every day.	Deleted
42.	3.49. 5.1.4	Founts must not be emptied daily, but only refilled to make up the quantity used the previous night. Founts must not be filled full or otherwise the lamps will catch fire. Founts must be filled not higher than the bottom of the burner collar and afterwards wiped clean.	Deleted
43.	3.49. 5.1.5	A fount when filled to its normal height contains 10 fl.oz (1/2 pint) and the standard S & T burner will burn about 3 ½ hours per fl.oz. Hence, the quantity of oil required is approximately 1 ½ pints per 100 burning hours and supply to stations must be regulated accordingly.	Deleted
44.	3.49. 5.1.6	Filler caps must be kept in place to prevent dirt or water getting into the oil. Leaky founts and lost filler caps must be promptly reported to the Signal Inspectors for replacements.	Deleted
45.	3.49. 5.1.7	During the first week of every month, all founts must be emptied and drained and thoroughly cleaned to remove sediment and water. Oil drained from founts must never be used again in founts, but may be used for general cleaning purposes.	Deleted
46.	3.49. 5.2	Burners: Burners must be thoroughly cleaned and air vents opened every day with brushes provided for the purpose and not with any other metal implement. Burners gummed with oil, soot or incrustations will be periodically withdrawn for chemical cleaning by S & T staff. Broken and defective burners must be reported promptly to Signal Inspector for replacement.	Deleted
47.	3.49. 5.3.	Wicks: Wicks must be carefully trimmed every day. When trimming wicks, the charred portion must be broken off with the fingers or cut off with scissors or trimmers and the wick left clean and even. Wicks too short to reach the bottom of the fount or clogged with dirt or gummy oil must be periodically renewed by S & T staff. New wicks should be perfectly clean and dry and must be saturated in oil before using.	Deleted
48.	3.49. 5.4.	Lighting of Lamps: Founts must be lighted with the matches provided for this purpose and not with piece of oil waste. The wick when lighted must be adjusted until it burns steadily without smoking. Too high a flame will smoke but too low a flame will cause the flame to be out of focus with the lens and give a defective light. It will also be the cause for the failure of light repeaters wherever provided at the station or cabin. Special care must be taken during monsoon to keep water away from oil and wicks, lamp doors and tops must be kept closed, except when cleaning, lighting or extinguishing. Lamps defective or in need of repairs must be reported to the Signal Inspector. The inner and outer surfaces of the lenses of the signal lamp shall be cleaned daily.	Deleted
49.	3.49. 5.5.& 5.5.1	5.5. General: 5.5.1. The Operating staff are responsible for cleaning, lighting of signals, point indicator lamps and founts.	Deleted

प्रमुखमुख्यपरिचालनप्रबन्धक/Principal Chief Operations Manager

Contd...10

S. No.	SR. No.	Existing SR	Amended SR
50.	3.49. 5.5. 2	The Station Masters are responsible for explaining these instructions to their staff and for periodically inspecting to see that they are properly and regularly carried out.	Deleted
51.	3.49. 5.5.3	Traffic Inspectors must inspect the station lamp rooms periodically to see that these instructions are carried out by station staff concerned.	Deleted
52.	3.49. 5.5.4	Each Signal Inspector must examine all the signals and point indicator lamps on his monthly inspections to see that the lamps and founts are in good order and are being kept clean. Lamps and founts found defective must be replaced promptly. Cases of excessive damage to lamps or neglect in cleaning should be reported to DSTE and DSO. All signal lamps should be over-hauled once in a year and the date of over-haul should be marked on each lamp.	Deleted

के. शिव प्रसाद

(के. शिवप्रसाद/K. Siva Prasad)

(प्रमुखमुख्यपरिचालनप्रबन्धक/

Principal Chief Operations Manager)

दक्षिणमध्यरेल्वे

South Central Railway

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

संख्य./No. टी.157/G&SR/AS/36

दिनांक/Date: 30.07.2020.

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

विषय/Sub: Amendment Slip no. 36 to G&SR - 2008 of SCR.

संदर्भ/Ref: 1. Government of India Extraordinary Gazette no. 144 dated 13.03.2020 and
2. ED/Safety-II lr no. 2020/Safety(A&R)/19/07dated 18.03.2020.

* * *

I. Following amendments to GRs 1.01 (1), 1.01 (2) and 4.10 (1) that have been notified by the Government of India vide Extraordinary Gazette notification under reference-1 ,have been notified for implementation in SCR.

Item No. 1 of AS-36 dated 30.07.2020	**GR 1.01 (1)in page no. 1 are amended as under:** These rules may be called the Indian Railways (Open Lines) General Amendment Rules, **2020**.
Item No. 2 of AS-36 dated 30.07.2020	**GR 1.01 (2) in page no. 1 are amended as under:** They shall come into force on the date of their publication in the Official Gazette.
Item No. 3 of AS-36 dated 30.07.2020	**GR 4.10 (1) in page no. 100 is amended as under:** The speed of trains over non-interlocked facing points shall not exceed **30** kilometres an hour in any circumstances and the speed over turn-outs and crossovers shall not exceed its **permissible speed or 30** kilometres an hour whichever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed.

के शिव प्रसाद

(प्रमुखमुख्यपरिचालनप्रबन्धक/Principal Chief Operations Manager)

Contd...2.

II. Following SRs have been issued as special instruction under GR 4.10 (1).

Item No. 4 of AS-36 dated 30.07.2020	**Add the following as SR 4.10.3:** **The speed over non-interlocked points can be raised to 30 kilometres per hour subject to the compliance of the following conditions:** 1. Clamping and padlocking of the points by using suitable clamps; 2. Integrity of point shall be checked by Operating Staff and normal detection of facing points shall be proved in the concerned signal by suitable circuit wiring; 3. Physical verification of track shall be done by Station Master physically; 4. Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at 30 KMPH under approved special instruction with suitable infrastructural support as deemed necessary; Note: No separate temporary panel is needed and only free home signal shall be given.

Please note and notify to all concerned.

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

Encl: Annexure to AS-36 showing existing and amended GRs/SRs for pasting in the Assurance Register by Station Superintendent for information to all the staff under him.

(के. शिवप्रसाद/K. Siva Prasad)

(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, PCSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, 0
PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISET/LGD;
PCSO; CEE/Operations and Planning;
PCPO, PFA, Principal Director/Audit;
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;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD&ZCETC/KCG & MRA & Dy. MRA for translation into Hindi.

* * *

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	GR/SR after Amendment/Addition
1	GR 1.01 (1)	These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, **2018**.	These rules may be called the Indian Railways (Open Lines) General Amendment Rules, **2020**.
2	GR 1.01 (2)	They shall come into force on the date of their publication in the Official Gazette.	They shall come into force on the date of their publication in the Official Gazette.
3	GR 4.10 (1)	The speed of trains over non-interlocked facing points shall not exceed **15** kilometres an hour in any circumstances, and the speed over turn-outs and cross-overs shall not exceed **15** kilometres an hour unless otherwise prescribed by approved special instructions, which may permit a higher speed.	The speed of trains over non-interlocked facing points shall not exceed **30** kilometres an hour in any circumstances and the speed over turn-outs and crossovers shall not exceed its **permissible speed or 30** kilometres an hour whichever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed.
4	SR 4.10 (3)	NIL	**The speed over non-interlocked points can be raised to 30 kilometres per hour subject to the compliance of the following conditions:** 1. Clamping and padlocking of the points by using suitable clamps; 2. Integrity of point shall be checked by Operating Staff and normal detection of facing points shall be proved in the concerned signal by suitable circuit wiring; 3. Physical verification of track shall be done by Station Master physically; 4. Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at 30 KMPH under approved special instruction with suitable infrastructural support as deemed necessary; Note: No separate temporary panel is needed and only free home signal shall be given.

(के. शिवप्रसाद/K. Siva Prasad)

(प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager)

File No.SCR-PCOM0RULE(MNLS)/2/2020-RULES SECTION

दक्षिणमध्यरेल्वे
South Central Railway

प्रधान कार्यालय/Headquarters Office,
परिवाहन शाखा/Transportation Branch
सिकिंद्राबाद/Secunderabad.

संख्य./No. टी.157/G&SR/AS/37 दिनांक/Date: 17.09.2020.

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

विषय/Sub: Amendment Slip no. 37 to G&SR - 2008 of SCR.

* * *

The following amendments have been given for implementation:

Item No. 1 of AS-37 dated	**SR 7.01. 1. I. 1. (a) in page no. 181 is amended as –** a) Lingampalli – Secunderabad Jn. – Ghatkesar.
Item No. 2 of AS-37 dated	**SR 7.01. 1. I. 2. (b) in page no. 181 is amended as –** Secunderabad Jn. – Medchal.
Item No. 3 of AS-37 dated	**Number the existing section Vijayawada Junction – Krishna Canal Junction in SR 7.01. 1. I. 3. as (a) and add the following section as (b) under SR 7.01. 1. I. 3 in page no. 181.** Vijayawada North East Cabin (BZA NEC) – Gannavaram.
Item No. 4 of AS-37 dated	**Following sections are added under SR 4.35.5.1 in page no. 124 as (iv) and (v) and all the sections are organised as per the Divisions they come under by adding Divisions as heads:** (iv) Secunderabad Jn. – Ghatkesar section of Secunderabad Division; (v) Secunderabad Jn. – Medchal Section of Hyderabad Division.

SIVA PRASAD KASTURI

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(प्रमुख मुख्य परिचालन प्रबन्धक/Principal Chief Operations Manager)

Contd...2.

Item No. 5 of 2020 AS-37 dated	**Add the following under SR 15.26.2.1 in page no. 283.** **Vijayawada Division:** **(1)** Rapur – Cherilopalli; **(2)** Cherilopalli – Mangampet.

Please note and notify to all concerned.

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

Encl: Annexure to AS-37 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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(के. शिवप्रसाद/K. Siva Prasad)

(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, PCSC
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,
PCEE, CEDE, CPM/RE, CEGE, CELE, CESE, CEE/RS, 0
PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISET/LGD;
PCSO; CEE/Operations and Planning;
PCPO, PFA, Principal Director/Audit;
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;
Principals/ZRTI/MLY, STTC/MLY, ETTC/BZA, STC/LGD&ZCETC/KCG & MRA & Dy. MRA for translation into Hindi.

* * *

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.	SR No.	Existing GR/SR	SR after Amendment/Addition
1	7.01. 1. I. 1. (a)	**1. AUTOMATIC BLOCK SYSTEM** **I. Double Line:** **1. Secunderabad Division:** a) Lingampalli – Secunderabad Junction – Moula-ali; b) Hussain Sagar Jn. – Hyderabad.	**1. AUTOMATIC BLOCK SYSTEM** **I. Double Line:** **1. Secunderabad Division:** a) Lingampalli – Secunderabad Junction – **Ghatkesar;** b) Hussain Sagar Jn. – Hyderabad.
2	7.01. 1. I. 2. (b)	**2. Hyderabad Division:** a) Secunderabad Junction – Kacheguda – Falaknuma; b) Secunderabad Junction – Bolarum.	**2. Hyderabad Division:** a) Secunderabad Junction – Kacheguda – Falaknuma; b) Secunderabad Junction – **Medchal.**
3	7.01. 1. I. 3.	**3. Vijayawada Division:** Vijayawada Jn – Krishna Canal Jn	**3. Vijayawada Division:** a) Vijayawada Jn – Krishna Canal Jn.; b) **Vijayawada North East Cabin (BZA NEC) – Gannavaram.**
4	4.35. 5.1	5.1. The permission of Station Master referred to in sub-rule (2) of GR 4.35 is dispensed with in case of suburban trains in the following sections: (i) Ramachandrapuram - Lingampalli - Secunderabad section of Secunderabad Division (ii) Hussainsagar - Hyderabad section of Secunderabad Division and (iii) Falaknuma - Secunderabad section of Hyderabad Division.	5.1. The permission of Station Master referred to in sub-rule (2) of GR 4.35 is dispensed with in case of suburban trains in the following sections: **(i)** Ramachandrapuram - Lingampalli - Secunderabad section of Secunderabad Division **(ii)** Hussainsagar - Hyderabad section of Secunderabad Division and **(iii)** Falaknuma - Secunderabad section of Hyderabad Division. **(iv) Secunderabad Jn. – Ghatkesar section of Secunderabad Division;** **(v) Secunderabad Jn. – Medchal Section of Hyderabad Division.**
5	15.26. 2.1	2.1 On the following sections, due to existence of sharp curves, cuttings, tunnels etc., special precautions mentioned in clauses 2.2 to 2.10 shall be taken while working trollies without block protection:- Secunderabad division: (1) Vikarabad - Rukmapur. (2) Sirpurkaghaznagar - Makudi. (3) Ghatnandur - Parli Vaijnath. (4) Hallikhed (K) - Kamalapur Hyderabad division: Indalvai-Uppalavai Nanded division: Ambari-Kosai	2.1 On the following sections, due to existence of sharp curves, cuttings, tunnels etc., special precautions mentioned in clauses 2.2 to 2.10 shall be taken while working trollies without block protection:- Secunderabad division: (1) Vikarabad - Rukmapur. (2) Sirpurkaghaznagar - Makudi. (3) Ghatnandur - Parli Vaijnath. (4) Hallikhed (K) - Kamalapur Hyderabad division: Indalvai-Uppalavai Nanded division: Ambari-Kosai

Contd 2

5. (contd)	15.26. 2.1 (contd)	Guntakal division: (1) Mamanduru-Balapalli (2) Balapalli-Settigunta (3) Dronachalam-Panyam Guntur division: Gazulapalli-Diguvametta	Guntakal division: (1) Mamanduru-Balapalli (2) Balapalli-Settigunta (3) Dronachalam-Panyam Guntur division: Gazulapalli-Diguvametta. **Vijayawada Division:** **(1) Rapur – Cherilopalli;** **(2) Cherilopalli – Mangampet.**

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(के. शिवप्रसाद/K. Siva Prasad)

(प्रमुख मुख्य परिचालन प्रबन्धक/
Principal Chief Operations Manager)