939865/2021/O/o CHOS/Optg/Rules/SCR

दक्षिणमध्यरेल्वे
South Central Railway

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

संख्य./No. टी.157/G&SR/AS/02 to 2020

दिनांक/Date: 18.08.2021.

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

विषय/Sub: Amendment Slip no. 2 toSCR G&SR - 2020.

* * *

The following Amendment Slip no. 2 to SCR G&SR – 2020 is given for implementation, with existing and amended rules shown in the table.

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Item no.1 of AS-2	Wherever appears in G&SR	Station Master/Switchman	Station Master
Item no. 2 of AS-2	Wherever appears in G&SR	red light	red flashing light
Rule numbers in Annexure – I of Appendix - II			
Item no. 3 of AS-2	NIL	NIL	**Inserted as (iii) of 4 in page no. 365** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate and take off the signals. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.

18-08-2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – I of Appendix - II			
Item no. 4 of AS-2	(iii) of 4 in page no. 365	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 4 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 5 of AS-2	Note under (iii) of 4 in page no. 365	If sliding boom arrangement is available, Gateman has to shall 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.	Deleted
Item no. 6 of AS-2	(iv) of 4 in page no. 365	After securing the gate against road traffic, Gateman shall show green hand signal to the Loco Pilot of the approaching train.	**Renumbered as (v) of 4** No change in content.

18.08.2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – I of Appendix - II			
Item no. 7 of AS-2 Contd.	(v) of 4 in page no. 365	Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.	**Renumbered as (vi) of 4 and amended.** When chains are used to secure the Gate, the Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train intimating the gate is closed using Safety Chains. He shall also advise the Station Master at the dispatching end, under exchange of PN,to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using safety chains before despatching a train into the block section.
Item no. 8 of AS-2	(vi) of 4 in page no. 365	He shall also advise the Station Master at the dispatching end, to similarly issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.	Deleted since it is clubbed with existing rule no. (v) of 4.
Item no. 9 of AS-2	(i) of 6 in page no. 366	If the gate key cannot be extracted from winch, gate signal lever or key transmitter, then Gateman must immediately inform the Station Master on duty on telephone.	If the gate key cannot be extracted from winch or key transmitter, then Gateman must immediately inform the Station Master on duty on telephone.
Item no. 10 of AS-2	NIL	NIL	**Inserted as (iii) of 6 in page no. 366** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate and take off the signals. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.

18.08.2021

(आर. धनन्जयूलू/R. Dhananjayulu)
(प्रमुख मुख्य परिचाल नप्रबन्धक/
Principal Chief Operations Manager)

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – I of Appendix - II			
Item no. 11 of AS-2	(iii) of 6 in page no. 366	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 6 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 12 of AS-2	Note under(iii) of 6 in page no. 366	If sliding boom arrangement is available, Gateman has to use them for closing the Gate against road traffic.	Deleted.
Item no. 13 of AS-2	(iv) of 6 in page no. 366	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.	Deleted.
Item no. 14 of AS-2	(v) of 6 in page no. 366	Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.	When chains are used to secure the Gate, the Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train intimating the gate is closed using Safety Chains and pad locks. He shall also advise the Station Master at the dispatching end, under exchange of PN,to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using safety chains and pad locks before despatching a train into the block section.

18.08.2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – I of Appendix - II			
Item no. 15 of AS-2	(vi) of 6 in page no. 366	He shall also advise the Station Master at the despatching end to similarly issue a Caution Order to the Loco Pilot before despatching a train into the block section from his end.	Deleted. Since this rule is clubbed with rule no. (v) of 6.
Item no. 16 of AS-2	(vii) of 6 in page no. 366	Station Master shall advise S & T staff responsible for maintaining the key transmitter to repair the same at the earliest.	Renumbered as (vi). No change in content.
Item no. 17 of AS-2	(viii) of 6 in page no. 366	Normal working will be resumed only after S & T staffrepair the key transmitter and issue reconnection/fit memo for the same.	Renumbered as (vii). No change in content.
Item no. 18 of AS-2	(ix) of 6 in page no. 366	After rectification, the emergency key shall be replaced in the emergency key box and resealed by the S & T maintainer.	Deleted. Since use of emergency key is not mentioned in the rule, there would be no question of replacing it.
Item no. 19 of AS-2	NIL	NIL	**The following is inserted as Rule (xi) of 8 of Annexure-I of Appendix-II (in page 367):** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate and take off the signals. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.

16.06.2021

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

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – I of Appendix - II			
Item no. 20 of AS-2	(xi) of 8 in page no. 367	Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.	**Renumbered as (xii) of 8 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.
Item no. 21 of AS-2	(xii) of 8 in page no. 367	Station Master shall advise maintenance staff responsible for maintaining the lifting barriers/leaf gates to repair the same at the earliest.	Renumbered as (xiii). No change in content
Item no. 22 of AS-2	(xiii) of 8 in page no. 367	Normal working will be resumed only after maintenance staff rectify the defective lifting barriers/leaf gates and issue reconnection/fit memo for the same.	Renumbered as (xiv). No change in content
Rule numbers in Annexure – II of Appendix - II			
Item no. 23 of AS-2	NIL	NIL	**Inserted as Rule (iii) of 4 in page no. 369** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate and take off the signals. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.
Item no. 24 of AS-2	(iii) of 4 in page no. 369	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 4 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.

18-08-2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – II of Appendix - II			
Item no. 25 of AS-2	Note under (iii) of 4 in page no. 369	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 shall be made and PN shall be exchanged with SM to this effect.	Deleted.
Item no. 26 of AS-2	(iv) of 4 in page no. 366	After securing the gate against road traffic, Gateman shall show green hand signal to the Loco Pilot of the approaching train.	Renumbered as (v) of 4. No change in content.
	(v) of 4 in page no. 369	Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.	**Renumbered as (vi) of 4 and amended.** When chains are used to secure the Gate, the Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing/receiving train, intimating that the gate is closed using safety chains. The Station Master shall also advise the Station Master at the dispatching end, under exchange of PN,to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using Safety Chains before despatching a train into the block section.

18-08-2021

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

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – II of Appendix - II			
Item no. 27 of AS-2	(vi) of 4 in page no. 369	He shall also advise the Station Master at the dispatching end, to similarly issue a Caution Order to the Loco Pilot before dispatching a train into the block section from his end.	Deleted. Since this rule is clubbed with rule no. (v) of 4.
Item no. 28 of AS-2	(a) under Note Under 4 in page no. 369	In case of failure of lifting barriers/leaf gates worked from the cabin, Station Master will send Station Porter to secure the gate against road traffic by safety chains and padlocks.	In case of failure of lifting barriers/leaf gates worked from the cabin, Station Master shall send Station Pointsman to secure the gate against road traffic by Sliding Booms/safety chains and padlocks.
Item no. 29 of AS-2	NIL	NIL	**Inserted as Rule (iii) of 6 in page no. 370** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate and take off the signals. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with Station Master to this effect.
Item no. 30 of AS-2	Note under (iii) of 6 in page no. 370	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	Deleted.

18.08.2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – II of Appendix - II			
Item no. 31 of AS-2	(iii) of 6 in page no. 370	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 6 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 32 of AS-2	(iv) of 6 in page no. 370	Station Master on duty shall issue a Caution Order to the Loco Pilot of a departing train.	**Renumbered as (v) of 6 and amended.** When chains are used to secure the Gate, the Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing/receiving train, intimating that the gate is closed using safety chains and pad locks. The Station Master shall also advise the Station Master at the dispatching end, under exchange of PN,to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using Safety Chains and pad locks before despatching a train into the block section.
Item no. 33 of AS-2	(v) of 6 in page no. 370	He shall also advise the Station Master at the despatching end to similarly issue a Caution Order to the Loco Pilot before despatching a train into the block section from his end.	Deleted. Since the rule is clubbed with (iv) of 6 and renumbered.
Item no. 34 of AS-2	(viii) of 6 in page no. 370	After rectification, the emergency key shall be replaced in the emergency key box and resealed by the S & T maintainer.	Deleted. Since use of emergency key is not mentioned in the rule, there would be no question of replacing it.
Item no. 35 of AS-2	(xi) of 7 in page no. 371	Gateman shall secure the gate against road traffic by means of safety chains and padlocks and thereafter exhibit green hand signal, if the gate is not obstructed.	Gateman shall secure the gate against road traffic by means of Sliding Booms/safety chains and pad locks, and thereafter exhibit green hand signal, if the gate is not obstructed.

16.06.2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – III of Appendix - II			
Item no. 36 of AS-2	NIL	NIL	**Inserted as Rule (iii) of 4 in page no. 373.** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.
Item no. 37 of AS-2	(iii) of 4 in page no. 373	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 4 and amended.** Where Sliding Booms are not available/ not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 38 of AS-2	-	-	Existing Rule Nos. (iv), (v), (vi) (vii) & (viii) of 4 in page no. 373 are renumbered as (v), (vi) (vii) (viii) & (ix) respectively.
Item no. 39 of AS-2	(a) under Note Under 4 in page no. 373	In case of failure of lifting barriers/leaf gates worked from the cabin, Station Master will send Station Porter to secure the gate against road traffic by safety chains and padlocks.	In case of failure of lifting barriers/leaf gates worked from the cabin, Station Master shall send Pointsman to secure the gate against road traffic by means of Sliding Booms/Safety Chains.
Item no. 40 of AS-2	(b) under Note Under 4 in page no. 373	Authority to pass signals at 'On' position as per rules shall also be issued to the Loco Pilots of both arriving and departing trains.	Deleted. Since no authority is given for Loco pilot in this regard, as the LC Gate is a non-interlocked Gate.

18-08-2021

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

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Rule numbers in Annexure – IV of Appendix - II			
Item no. 41 of AS-2	NIL	NIL	**Inserted as Rule (iii) of 4 in page no. 375.** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.
Item no. 42 of AS-2	(iii) of 4 in page no. 375	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 4 and amended.** Where Sliding Booms are not available/ not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 43 of AS-2	-	-	Renumbered existing Rules nos. (iv), (v), (vi), (vii) & (viii) of Annexure-IV of Appendix-II (in page 375&376) as (v), (vi), (vii) (viii) & (ix) respectively.
Rule numbers in Annexure – V of Appendix - II			
Item no. 44 of AS-2	NIL	NIL	**Inserted as Rule (iii) of 4 in page no. 378:** If Sliding Booms are available, Gateman shall secure the gate against road traffic by using them for closing the Gate. 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 Lifting Barriers/Leaf Gates, again entry to be made and PN to be exchanged with SM to this effect.

18.08.2021

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

Item No.	Rule No. of Appendix-II to SCR G&SR	Existing Rule	Rule after Amendment/Addition
Item no. 44 of AS-2	(iii) of 4 in page no. 378	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	**Renumbered as (iv) of 4 and amended.** Where Sliding Booms are not available/not working, Gateman shall secure the gate against road traffic by means of safety chains and padlocks.
Item no. 45 of AS-2	(v) of 4 in page no. 378	Station Master on duty shall issue Caution Order to the Loco Pilot of a departing train.	**Renumbered as (vi) of 4 and amended.** The Gate Controlling Station Master on duty shall issue Caution Order to the Loco Pilot of a departing/receiving train, intimating that the gate is closed using safety chains and pad locks. The Station Master shall also advise the Station Master at the dispatching end, to similarly issue a Caution Order to the Loco Pilot intimating that the gate is closed using Safety Chains and pad locks before despatching a train into the block section.
Item no. 46 of AS-2	(vi) of 4 in page no. 378	He shall also advise the Station Master at the dispatching end, under exchange of PN, to similarly issue a Caution Order to the Loco Pilot before despatching a train into the block section from his end.	Deleted Since it is clubbed with rule no. (v).
Rule numbers in Annexure – VI of Appendix - II			
Item no. 47 of AS-2	(ii) of 2 in page no. 380	Gateman shall secure the gate against road traffic by means of safety chains and padlocks.	Gateman shall secure the gate against road traffic by means of Sliding Booms/safetychains and padlocks.

Please note and notify to all concerned.

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

Copy of the Amendment Slip shall be pasted in the Assurance Register by Station Superintendents, for information to all the staff under him, and obtain their acknowledgement.

16.06.2021

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

939865/2021/O/o CHOS/Optg/Rules/SCR

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

* * *

18-08-2021

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