दक्षिण मध्य रेल्वे

South Central Railway

प्रधान कार्यालय/Headquarters Office,

परिवाहन शाखा/Transportation Branch,

सिकिंद्राबाद/Secunderabad.

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

Sub: Amendment Slip no. 22 to SCR G&SR - 2020.

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The following amendments are given for implementation.

Item no	SR No	Existing Rule	Rule Amended / Added
1.	3.12.2	Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of ~~reporting~~ station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be. In case where LSS in Automatic block system, working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached, irrespective of it's aspect	*Amended and renumbered as 9.14.7* Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of **block** station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be. In case where LSS in Automatic block system, working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached, irrespective of it's aspect.
2.	3.12.3	*Renumbered as 3.12.2.*	

Item no	SR No	Existing Rule	Rule Amended / Added
3.	3.38.3.1	At an interlocked station, a train may be allowed to run through a loop line with 1 in 8 ½ turnout, provided the points are correctly set and the signal taken 'off' ~~and at a non- interlocked station, in addition to this precaution, the train shall be brought to a halt at the Outer signal and then the signals taken 'off'. The Loco Pilot shall not exceed a speed limit of 10 kmph when running through a loop line at interlocked as well as non-interlocked stations. When a run through train passes over a loop line, the authority to proceed shall be handed over to the Loco Pilot opposite to the station building.~~	*Renumbered as 3.38.3 and amended as:* At an interlocked station, a train may be allowed to run through a loop line with 1 in 8 ½ turnouts, provided the points are correctly set, locked and the **necessary** signals taken 'off'.
4.	3.38.3.2.	~~In no circumstance a train is to be allowed to run through an interlocked or a non-interlocked station over a goods loop with 1 in 8 ½ turnouts. If it is necessary to pass a non-stopping train over a goods loop with 1 in 8 ½ turnout it shall, first, be brought to a stand on that line and then signals, if any taken 'off' and the authority to proceed handed over to the Loco Pilot. At a noninterlocked station the train shall, in addition, be brought to a halt at the Outer signal and then the signals taken 'off' for its admission.~~	Deleted
5.	3.38.3.3	~~Warning Boards have been provided at all 1 in 8 ½ turnouts for warning the Loco Pilots to restrict the speed to 10 kmph.~~	Deleted *(Warning board rule is provided in SR 4.10.1)*

Item no	SR No	Existing Rule	Rule Amended / Added
6.	3.38.4.1	~~At~~ non-interlocked ~~stations~~, bolts and cotters shall be provided for each switch rail at all points ~~on and giving access to running lines.~~ One padlock shall be provided for each such set of points.	**In** non-interlocked **yards or non-interlocked portion of yards,** bolts and cotters shall be provided for each switch rail at all points. **These points shall be secured after setting, with cotter bolt and pin insertion.** One padlock shall be provided for each such set of points. **In case, where control of such point is required, padlocking of points after cotter bolt be mandated by Sr.DOM duly incorporating the same in respective Station Working Rules.**
7.	3.74	When a Loco Pilot comes across a signal which is flickering / bobbing, he should ~~consider that signal to be showing the most restrictive aspect and~~ bring his train to a stop short of it. If the signal assumes a steady aspect and remains steady for 60 seconds, he ~~should~~ take further action according to the steady aspect shown. If, however, the signal continues to flicker/bob and does not assume a steady aspect ~~for~~ 60 seconds, he should treat the signal as defective and ~~take further action~~ accordingly. ~~If the signal shows more than one aspect simultaneously, it should also be treated as defective in case of a manual Stop signal. However, in case of an automatic signal showing more than one aspect simultaneously, the most restrictive aspect should be obeyed.~~	When a Loco Pilot comes across a signal which is flickering / bobbing, he should bring his train to a stop short of it. If the signal assumes a steady aspect **within 60 seconds** and remains steady for 60 seconds, he **shall** take further action according to the steady aspect shown. If, however, the signal continues to flicker/bob and does not assume a steady aspect **within** 60 seconds, he should treat the signal as defective and **consider that signal to be showing its most restrictive aspect and act accordingly and report the same at next stopping station.**

Item no	SR No	Existing Rule	Rule Amended / Added
8.	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.	The speed over the turnouts **shall be as sanctioned. In cases where the permitted speed is less than 15 kmph, requisite speed indication boards should be provided at suitable locations for the guidance of Loco Pilots.**
9.	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.~~	Deleted
10.	4.10.3	Note: (a) No separate temporary panel is needed and free Home signal ~~shall be given~~.	*Renumbered as 4.10.2 and amended as* Note: (a) No separate temporary panel is needed and free Home signal **should be made available during NI. In addition, free Starter signal can be provided as per site feasibility and operational requirement. No Free Advance Starter (i.e. the Advanced Starter which is not interlocked with the Block instrument in Absolute block system; which is not interlocked with Track circuits / Axle counters of Auto section in Automatic block system) should be given during NI.**

Item no	SR No	Existing Rule	Rule Amended / Added
11.	4.23.2.5	In Automatic Block Section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next ~~reporting~~ station in advance;	In Automatic Block signalling territory, No **passenger carrying** train must be allowed to follow until preceding train which has been allowed to run without brake-van has arrived complete at the next block station in advance. **Once a non-passenger carrying train with guard and brake van or light engine / Track machine / Tower wagon / self-propelled vehicle has been allowed behind the train running without brake van, passenger carrying trains can be dispatched.**
12.	4.23.2.6	~~Guard of the train shall travel in the engine;~~ (Shifted existing rule and combined with 4.23.2.7 duly inserting new rule under 4.23.2.6)	**At stations with IBS, the Station Master of the block station controlling the IB Signal, shall not dispatch a passenger carrying train in rear of the train running without brake van up to IB signal, until the train running without brake van reaches the Station ahead.**
13.	4.23.2.7	Last vehicle indicator viz., tail board/tail lamp must be invariably fixed on the last vehicle;	**Guard of the train shall travel in the engine, and** Last vehicle indicator viz., tail board/tail lamp must be invariably fixed on the last vehicle.
14.	4.25.1	No person must be allowed to work as Guard in charge of any train unless he/she is qualified in initial/refresher training at ZRTI~~/MLY~~ and holds valid certificate of Competency issued by the Principal/ZRTI~~/MLY~~. The booking official is responsible for complying with this rule.	No person must be allowed to work as a Guard in charge of any train unless he/she is qualified in initial/refresher training at **ZRTI** and holds valid competency certificate issued by **Principal/ZRTI.** The booking official is responsible for complying with this rule.

Item no	SR No	Existing Rule	Rule Amended / Added
15.	4.25.4.9	In Automatic Block signalling territory, no passenger carrying train shall be allowed to follow until preceding train running without Guard, has arrived complete at the next ~~reporting station~~. Once a non-passenger train with guard or light engine has been allowed behind the train running without Guard, passenger carrying trains can be dispatched.	In Automatic Block signalling territory, no passenger carrying train shall be allowed to follow until preceding train running without Guard, has arrived complete at the next **block station.** Once a non-passenger **carrying** train with guard and brake van or light engine **/ Track machine / Tower wagon / self-propelled vehicle** has been allowed behind the train running without Guard, passenger carrying trains can be dispatched.
16.	4.41.1	~~At night, the Loco Pilot and the Assistant Loco Pilot shall frequently look back on the run and verify that the side lights are burning in terms of G.R. 4.15. If the side lights are not visible, the Loco Pilot shall call the attention of the Guard by giving two short sharp whistles. If the train is complete and if only the side lights are not burning or not provided, the Guard shall acknowledge by showing a green hand signal.~~	***Look Back*** **shall normally be performed by Assistant Loco Pilot allowing the Loco Pilot to focus on upcoming signals only.**
17.	4.41.2	~~The Loco Pilots/Assistant Loco Pilots have to pay special attention after passing permanent way gangs on line or a manned level crossing gate to see whether any danger signal is being exhibited by them, warning the Loco Pilot /Assistant Loco Pilot of a danger of an accident~~.	**Look back may not be done frequently for the purpose of observing sidelights/brakevan lights etc, but be performed in conditions as felt necessary like observing signal by Gateman while passing manned level crossing or by P.Way gang working nearby, for alright exchange with Train Manager – in case of trouble in communication over Walkie Talkie, after cattle run over, etc.**

Item no	SR No	Existing Rule	Rule Amended / Added
18.	4.42.1.3	~~While working trains, like Vande Bharat, where red & green lights have been provided at top corners on both the ends for exchange of all-right signals, Loco Pilots and Guards shall exchange all-right signals to station staff by switching on such lights of their respective units~~. They shall also convey the signals to each other through telecommunication provided in the train between the front and rear units or by speaking on walkie-talkie.	**Signal exchange lights of approved design, wherever provided outside the locomotives /SLRs/ brake vans/ Vande Bharat train sets may be operated by Loco pilot/Assistant Loco pilot/Train Manager for the purpose of exchanging signals with station staff/train passing staff/running staff of adjacent trains.** They shall also convey the signals to each other through telecommunication provided in the train between the front and rear units or by speaking on walkie-talkie. **In case the signal exchange light is defective they shall acknowledge all right signals by exhibiting proceed hand signal. Further, signal exchange light does not absolve Loco pilot/Assistant loco pilot/Train Manager from observance of signal exchange given by station staff/train passing staff/running staff of adjacent trains.**

S.No 14 of – *SR 4.50.1 , is amended as…*

Whistle code

Item. No.	Code of engine whistle	Indication
19	— 0 0	**a) Attract the attention of SM to report mid-section Auto signals passed at ON.** b) Defective signal

Item no	SR No	Existing Rule	Rule Amended / Added
20	**4.65.7**	Where more than one tamping machine is permitted into the same block section, one following the other on the same Line Clear, the person in-charge shall personally supervise the movement by travelling in the rearmost machine and keep a minimum safety margin of ~~120~~ metres between the respective units. When two or more units are allowed to work in the block section, the Station Master shall issue a Caution Order to the leading unit that another unit will follow to work in the section. Similarly the following unit shall be issued a caution order notifying that there is one unit ahead of him and to exercise vigilance	*(4.65.7 Para 1 is amended)* Where more than one tamping machine is permitted into the same block section, one following the other on the same Line Clear, the person in-charge shall personally supervise the movement by travelling in the rearmost machine and keep a minimum safety margin of **250** metres between the respective units. When two or more units are allowed to work in the block section, the Station Master shall issue a Caution Order to the leading unit that another unit will follow to work in the section. Similarly the following unit shall be issued a caution order notifying that there is one unit ahead of him and to exercise vigilance. **First track machine while moving in a convoy in traffic block shall move with maximum permissible speed and following track machines in convoy shall move with the speed of 40 kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in section**.
21	5.07.	In case of T/A to T/H 602, T/J 602, T/609, T/A to T/D 1425, ~~T/A to T/D 912,~~ T/A 1525 and T/1525, the prescribed printed forms shall only be used.	In case of T/A to T/H 602, T/J 602, T/609, T/A to T/D 1425, **T/B to T/E 912,** T/A 1525 and T/1525, the prescribed printed forms shall only be used.
22	5.13.3.1	New SR	**While pushing back in shunting movement on line terminating in Dead End, train must be stopped 20 meters before the Dead End and then shall be pushed back cautiously so that bumping with Dead end can be avoided**.

Item no	SR No	Existing Rule	Rule Amended / Added
23	5.14.4	Carriages containing passengers shall not be moved for shunting purposes without the personal orders of the Station Master and also the Guard of the train concerned, who will jointly be responsible for taking all precautions, to warn passengers and to prevent accidents either to the passengers in the carriages or to those attempting to get into or out of them under the impression that the train is being started. The Guard shall ~~have the vacuum brake connected up and~~ ensure that the shunting is performed safely.	Carriages containing passengers shall not be moved for shunting purposes without the personal orders of the Station Master and also the Guard of the train concerned, who will jointly be responsible for taking all precautions, to warn passengers and to prevent accidents either to the passengers in the carriages or to those attempting to get into or out of them under the impression that the train is being started. **The Guard shall ensure the continuity of brake pipe pressure and the shunting is performed safely.**
24	5.14.8	When vehicles are moved by an engine for attaching to a passenger train, the ~~vacuum brake~~ shall be connected up so that adequate brake power shall be available. ~~In case of shunting on goods trains at intermediate stations, the vacuum brake shall, as far as possible, be connected with the engine.~~	When vehicles are moved by an engine for attaching to a passenger train, the continuity of BP pressure shall be maintained so that adequate brake power is available. In case of shunting on goods trains at intermediate stations, the **BP shall as far as possible, be connected with the engine**.
25	5.14.9	Where shunting operations are supervised by Guard/ Station Master, Loco Pilot shall be given Form No.T/806 ~~(Shunting instructions Form)~~ duly filled in~~.~~ At major stations where separate staff viz., outdoor Station Master/Yard SM/YM/ Shunting Jamedar/Shunting Master are provided for supervising the shunting, Form No. T/806 need not be given. Such stations shall be notified by the respective Sr.DOMs	Where shunting operations are supervised by Guard/ Station Master, Loco Pilot shall be given Form No.T/806 duly filled in. At major stations where separate staff viz., outdoor Station Master / Yard SM / YM / Shunting Jamedar/ Shunting Master are provided for supervising the shunting, Form No. T/806 need not be given. Such stations shall be notified by the respective Sr.DOMs **and incorporated in Station working rules.**

Item no	SR No	Existing Rule	Rule Amended / Added
26	6.07.1 (a)	Stop his train at the home signal of the next block station and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS ~~and automatic block territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communications to stop movement of trains;~~	Stop his train at the home signal of the next block station and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line **duly obtaining PN from SM.** **In case of IBS, when the abnormality is experienced before IBS, the Loco pilot shall stop at IBS and inform the station master through IB phone or any other means to stop sending further trains duly obtaining PN from SM. If the train was brought to a stop beyond IBS the Loco pilot and Guard shall inform SM through available means of communication. In case could not contact SM, guard shall arrange protection. In case of Automatic Block System, the Loco Pilot shall invariably stop on experiencing such abnormality. Loco pilot and Guard shall communicate to the rear SM by any means to stop sending further trains duly obtaining PN from SM. In case of double / multiple lines Loco Pilot shall also switch on the flasher light to attract the attention of adjacent loco pilots and convey the message through them to SM to stop sending further trains. The Guard shall protect the train in rear as per rules under GR 9.10 and stand at an adequate distance showing stop hand signal for the trains already left in rear if any, before the information is conveyed to SM in rear. Only after confirming with Station master in rear that no train has left in rear, Loco Pilot / Guard shall restart the train.**

Item no	SR No	Existing Rule	Rule Amended / Added
27	9.01.2.	Principal / ZRTI / MLY is authorized to issue competency certificate whenever Loco Pilots, Motormen, Assistant Loco Pilots and Guards attend Initial/Refresher training course at ZRTI/MLY.	Principal / ZRTI / MLY is authorized to issue competency certificates whenever Loco Pilots, Motormen, Assistant Loco Pilots, **Tower wagon and Track machine operators, Station masters** and Guards attend Initial/Refresher training course at ZRTI/MLY. **ATC/MDDTI/DTTC in charges are authorized to issue competency certificates whenever Shunting staff and Pointsman attend Initial/Refresher training course in divisions.** **For Newly Commissioned section:** **Whenever intimation is received for introduction of new Automatic signalling territory, LI/TI/Station Superintendent (as applicable) is authorised to issue competency certificates after imparting two days training.** **LI/TI/Station Superintendent will do intensive counselling once every two months during the first year.** **This shall also be applicable for newly joined staff and existing staff from Absolute to Automatic block system.** **(Note: Concerned SSE/Signals along with TI shall impart training for Station masters in newly commissioned sections).**

Item no	SR No	Existing Rule	Rule Amended / Added
28	9.01.3.	~~Thereafter, all Loco Pilots, Motormen, Assistant Loco Pilots and Guards, who are required to work on Automatic Block System area shall be imparted orientation course for one day, once in every six months, about the rules pertaining to this system and thoroughly examined in their knowledge and proficiency and the competency certificates shall be renewed.~~	Thereafter, all Loco Pilots, Motormen, Assistant Loco Pilots, Tower wagon drivers and Track machine operators, **Station masters,** Train Managers and **Pointsman** who are required to work on Automatic Block System area shall be imparted orientation course for one day, once in six months between two refresher courses by concerned supervisors about the rules pertaining to this system and thoroughly examined in their knowledge and proficiency and the competency certificates shall be renewed **duly advising DOM/DME/DEE concerned.**
29	9.01.4.	~~Station Manager / Station Superintendent / Traffic Inspector shall renew the competency certificates for the Guards headquartered at his station and Loco Inspectors for Loco Pilots, Assistant Loco Pilots and drivers of tower wagons and track machines every six months after imparting one day's orientation course till the next refresher course duly advising the DOM, DME or DEE as the case may be.~~	Station Manager / Station Superintendent / Traffic Inspector **/ Guard counsellor** shall renew the competency certificates for the Guards headquartered at his station**; Traffic Inspector / Station Supervisor shall renew the competency certificates for the Station Masters;** Loco Inspectors for Loco Pilots, **Motormen,** Assistant Loco Pilots **Tower wagon drivers and Track machine operators** every six months after imparting one day's orientation course till the next refresher course duly advising the DOM, DME or DEE as the case may be.
30	9.01.5.	A record of such competency certificates issued shall be maintained by the DOM, DME and DEE concerned. No Loco Pilot, Motorman, Assistant Loco Pilot and Guard shall be put on duty on Automatic Block System unless ~~he~~ possesses such certificate	A record of such C o m p e t e n c y certificates **issued/renewed** shall be maintained by DOM/DME/ DEE/**DSTE** concerned. No Loco Pilots, Assistant Loco Pilots, Motormen, **Tower wagon and Track machine operators, Station masters,** Train Managers and Pointsman shall be put on duty on Automatic Block System unless they possess such certificate.

Item no	SR No	Existing Rule	Rule Amended / Added
31	9.02.4.	After passing an Automatic Stop signal at 'on', the Guard of a train shall watch that the Loco Pilot is observing rules under GR 9.02. In case Loco pilot fails to observe the said GR, the Guard shall take action as per GRs. 4.45 (1), (3) & (4).	After passing an Automatic Stop signal at 'on', the Guard of a train shall watch that the Loco Pilot is observing rules under GR 9.02 as the case may be. In case Loco Pilot fails to observe the said GR, the Guard shall take action as per GRs 4.45(1), (3) & (4). **SM shall watch out for running time taken by a train encountering signal failure and on noticing any unexpectedly less running time, shall immediately report the matter to TLC through SCOR, for further investigation.**
32	9.02.7.	~~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 the train shall guide the crew of a relief engine when it is to come to pick up the train, except in sub urban section~~	Deleted *(as provided in 9.10.7.1 & 9.10.9)*
33	9.03.1	~~The Automatic Block System on single line is in force on the third line between Vijayawada junction and Krishna Canal junction on this Railway using axle counters over the Krishna Bridge and track circuiting on the remaining portions of the line~~.	Deleted
34	9.03.2	Detailed instructions for working of traffic on ~~this section~~ including establishing of direction of traffic shall be incorporated in the SWR ~~of Vijayawada junction and Krishna Canal junction stations~~	*Amended and renumbered as 9.03.1:* **Where provided,** detailed instructions for working of traffic on **Single line automatic block system,** including establishing of direction of traffic, **resetting of axle counters** shall be incorporated in the SWR.
35	9.03.3	~~The resetting of axle counters shall be done by a responsible official of the rank not lower than that of a Signal Inspector and Cabin Assistant Station Master on duty.~~	Deleted

Item no	SR No	Existing Rule	Rule Amended / Added
36	9.03.4	A TSR shall be maintained at both the block stations by the Station Masters ~~and detailed timings~~ of all the trains dealt with shall be recorded therein.	*Amended and renumbered as 9.03.2* A TSR shall be maintained at both the block stations by the Station Masters. **Train number, description, the PNs exchanged along with timings of the train arrival and departure** of all the trains dealt with shall be recorded therein. **When operating DOT equipment for establishing direction of traffic, detailed timings of obtaining/granting line clear shall also be entered in TSR.**
37	9.06.1	~~Whenever any manual Stop signal (including Semi-Automatic stop signal deemed to work as a manual stop signal) of reporting station fails, the Station Master shall authorize the Loco Pilot to pass such signal at 'on' either by taking off calling on signal or by issuing T/369(3b) duly complying the rules under GR 3.69 or 3.70 as the case may be.~~	Deleted *(as included in new 9.14.7)*
38	9.06.2	~~In case~~, when direction of traffic is established and all the mid-section Automatic Signals are in working condition but the Last Stop signal working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached irrespective of it's aspect. In case where means of communications are available but direction of traffic cannot be established resulting in all midsection Automatic Signals and LSS defective, the procedure laid down under SR 9.12.2 (A) shall be followed.	*Amended and renumbered as 9.14.7.1* **In single line,** when direction of traffic is established and all the mid-section Automatic Signals are in working condition but the Last Stop signal working in manual mode is authorised to be passed at 'on', the Loco pilot shall proceed with great caution duly restricting the speed of train not exceeding 10 kmph, until the next Automatic Stop Signal is reached irrespective of it's aspect. In case where means of communications are available but direction of traffic cannot be established resulting in all midsection Automatic Signals and LSS defective, the procedure laid down under SR 9.12.2 (A) shall be followed.

Item no	SR No	Existing Rule	Rule Amended / Added
39	9.10.4	Protection on Double Line/Multiple Lines: ~~The Guard shall first ensure the protection of adjacent line, in front by the Loco Pilot/Assistant Loco Pilot as per Rule 6.03.~~ The Guard shall proceed to protect his train in rear duly placing one detonator at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train.	(i) Protection on Double Line: **When the adjacent line is obstructed or suspected of being obstructed,** the protection of adjacent line **shall be done immediately** as per Rule 6.03, **first in the direction of movement**. **After ensuring the same, the Guard** shall proceed to protect his train in rear duly placing one detonator at 90 metres from the train on the way out and similarly two detonators, 10 metres apart, not less than 180 metres from the train in case **(ii) Protection on Multiple line section:** **When the adjacent line is obstructed or suspected of being obstructed, the protection of adjacent line shall be done immediately as per Rule 6.03, first in the direction of movement. In case such line is bi-directional line, protection shall be done simultaneously on both sides. Thereafter, the Guard shall protect his train in rear as per GR 9.10, if he has not already sent another competent railway servant for protection.**

Item no	SR No	Existing Rule	Rule Amended / Added
40	9.10.7.1	When relief Loco is sought and expected from the station in advance ~~during day, the protection in front need not be done. However, the Guard shall stand at an adequate distance from the point of obstruction and display Stop hand signal.~~	When relief Loco is sought and expected from the station in advance **the LP/ALP/Competent railway servant gone for protection in front shall stand at an adequate distance after protection as per Rule 6.03 and show stop hand signal for approaching relief engine. After relief loco comes to a stop, he shall remove three detonators and allow the intermediate detonator to explode, which will alert the Loco Pilot that he is approaching the obstruction.** **When relief Loco is sought and expected from the station in rear the Guard gone for protection in the rear shall stand at an adequate distance after protection as per Rule 9.10 and show stop hand signal for approaching relief engine. After relief loco comes to a stop, he shall remove two detonators and allow the intermediate detonator to explode, which will alert the Loco Pilot that he is approaching the obstruction.**
41	9.10.7.2.	~~During night, the front portion shall be protected as per Rule 6.03. After relief loco comes to a stop, the Guard shall remove three detonators and allow the intermediate detonator to explode, which will alert the Loco Pilot that he is approaching the obstruction~~	Deleted *(as included above in 9.10.7.1)*

Item no	SR No	Existing Rule	Rule Amended / Added
42	9.10.8	When the train is ready to leave, a long whistle shall be given to recall the railway servant deputed to protect the train in rear. The railway servant on hearing the long whistle shall proceed towards the train leaving the ~~three~~ detonators and picking up the intermediate detonator.	When the train is ready to leave, a **continuous** long whistle shall be given to recall the railway servant deputed to protect the train in rear. The railway servant on hearing the **continuous** long whistle shall proceed towards the train leaving the **two** detonators and picking up the intermediate detonator.
43	9.10.9.	In case of a train without a Guard, the duties of the Guard, as laid down shall devolve on the Loco Pilot or Assistant Loco Pilot. In the case of ~~disability of~~ a train running without Assistant Loco Pilot, the duties of Assistant Loco Pilot shall devolve on the Guard	In case of a train **running** without a Guard, the duties of the Guard, as laid down **in these rules** shall devolve on the Loco Pilot or Assistant Loco Pilot. In the case of a train running without Assistant Loco Pilot, the duties of Assistant Loco Pilot **as laid down in these rules** shall devolve on the Guard.
44	9.11.1	An automatic Stop signal should be considered to have failed when – (i) the signal exhibits no aspect at all, or (ii) the signal displays more than one aspect (bobbing / flickering) etc.	An automatic Stop signal should be considered to have failed when – (i) the signal exhibits no aspect at all, or (ii) the signal displays more than one aspect (bobbing / flickering) etc., or **(iii) the signal displays 'stop' aspect due to Axle counter failure. or** **(iv) the signal displays 'stop' aspect despite the Automatic Block Signalling section protected by it being clear.**

Item no	SR No	Existing Rule	Rule Amended / Added
45	9.11.2.	Whenever ~~failure of Automatic signal has taken place~~, the Loco Pilot shall, ~~on approaching the next reporting station,~~ sound the prescribed whistle code and inform the Station Master on duty ~~of failure~~, giving the number of the signal that has ~~failed~~ ~~and~~ passed by him at 'on'.	Whenever failure of Automatic signal has taken place, the Loco Pilot shall sound the prescribed whistle code **(one long two short) while running through the next block station and, on approaching the next reporting station, inform the Station Master on duty, duly giving the Signal number passed at 'on'.**
46	9.11.3.	For this purpose, ~~the first Block Station in the direction of movement shall be reckoned as the Reporting Station.~~	For this purpose, **reporting station shall be the next block station at which the train stops.**
47	9.11.4.	The Station Master on receipt of ~~signal failure~~ shall at once advise by telephone the Signal Maintainer concerned, the SCOR and the Station Master in rear, giving the correct number of the signal that has failed duly making suitable entry in the S&T failure register	**On hearing whistle code of one long two short , SM shall understand that the rear automatic block section has defective signal., SM shall at once advise Signal inspector concerned for further action**. **After getting detailed message at next stopping station from LP, SM shall inform concerned station master and the SCOR** .
48	9.12.2 (A)	After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots / Motorman of all subsequent trains may be permitted to run at their sectional speed subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.	After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots / Motorman of all subsequent trains may be permitted to run at their sectional speed **duly proceeding with great caution from 1 km before the Semi-Automatic/Manual Reception Stop Signal of the receiving station,** subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.

Item no	SR No	Existing Rule	Rule Amended / Added
49	9.12.6.1.	When a block section between two block stations in Automatic Block System is occupied / obstructed due to accident / special works or disabled train and if it is required to despatch a relief engine / a relief train into such block section, ~~it can be dispatched only after ensuring~~ that the section between the obstruction and the block station~~s~~ is free of any train, by issuing "~~Authority for Relief engine / relief train to enter into an occupied/obstructed Automatic block section~~" (T/C 912), which contains the following:-	**When a block section between two block stations in Automatic Block System is occupied / obstructed due to accident / special works or disabled train and if it is required to despatch a relief engine / a relief train into such block section:** **SM shall shift the working from auto mode to manual mode of signalling**. **SM shall ensure** that the section between the obstruction and the block station is free of any train **(not involved in relief operations) and the section between the obstruction and the station to which clearance is planned shall also be free from obstruction,** After ensuring the above, SM shall despatch by issuing "Authority for working of relief engine / train in automatic block system" (T/C 912), which contains the following: -
50	9.12.6.1.1	~~Authority to proceed without line clear – authorising to proceed cautiously without Line Clear from station upto the point of obstruction at KM on up/down line and clear back the section to the block station from which it is started or to the station at the other end of the affected block section.~~	**For right direction:** i **Authority to proceed without line clear in to obstructed block section by taking off departure signals or authorising to pass at ON.** ii **Location of the obstruction / BV/SLR of the train with KM (in case of relief engine)** iii **The particulars of other relief trains already entered in to the section for assistance with time of despatch.** iv Caution order. v **Instructions for clearance**

Item no	SR No	Existing Rule	Rule Amended / Added
51	9.12.6.1.2	~~Authority to pass signals in 'on' position – authorizing to pass the signal / signals (No. & description) in 'on' position with speed not exceeding 15 KMPH observing hand signals at the foot of the signal post/s, if it protects the points~~	**For wrong direction:** **i) Authority to proceed without line clear in to obstructed block section.** **ii) Location of the obstruction / Train engine with KM (in case of relief engine)** **iii) Authority to pass station despatch signals if any, at ON; on being piloted out of station after all concerning points are set, clamped and padlocked duly exhibiting hand signals.** **iv) The particulars of other relief trains already entered in to the section for assistance with time of despatch.** **v) Caution order.** **vi) Instructions for clearance**
52	9.12.6.1.3	~~Caution Order – to observe the speed of 15 KMPH over the straight with clear view and 10 KMPH when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog or any other cause subject to the other speed restrictions in force in the section.~~	**Caution order for right direction~~:~~** **i) Proceed cautiously with a speed not exceeding 15 Kmph over straight line with clear view or 10 Kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.** **ii) When an Automatic stop signal is to be passed at ON, shall observe all the rules under GR 9.02/9.07 and Gate rules under GR 9.15.** **Caution order for wrong direction:** **i) Proceed cautiously with a speed not exceeding 15 Kmph over straight line with clear view or 10 Kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.** **ii) Expressly warned to observe every caution while approaching level crossing gates situated in the block section and shall pass only after the gates are closed and on receiving Proceed Hand signal from a railway servant in Uniform.**

Item no	SR No	Existing Rule	Rule Amended / Added
53	9.12.6.4	~~When a relief engine is sent, the Loco Pilot should be given clear instructions in the Caution Order regarding nature of obstruction as far as known, the station to which the disabled train / engine could be moved, the location of the train engine and brake-van of the disabled train. During night if electric head light is not working, the train or the light engine or any self-propelled vehicle must be preceded at an adequate distance by a railway servant carrying detonators and exhibiting red light ahead to stop any other approaching train~~. The Loco Pilot must keep a sharp look–out at all times and be prepared to stop clear and short of any obstruction which may exist or crop up on the ~~road~~ and should use engine whistle freely. The Loco Pilot shall bring his train / engine to stop short of obstruction and thereafter will obey the hand signal of the employee / supervisor at the site.	The Loco Pilot must keep a sharp look–out at all times and be prepared to stop clear and short of any obstruction which may exist or crop up on the line and should use engine whistle freely. The Loco Pilot shall bring his train / engine to stop short of obstruction and thereafter will obey the hand signal of the employee / supervisor at the site. **In case of clearance in the direction of traffic, Loco Pilot shall be guided by signals and rules under GR 9.02/9.07 and GR 9.15.** **In case of clearance against the direction of traffic, rules under GR 9.13 shall be observed.**
54	All rules under existing 9.12.7 are deleted & included in amended Appendix XII		
55	Existing SR 9.12.8 is renumbered as SR 9.12.7 and modified para 1 as : In the event of a Loco Pilot **and / or Train manager…..**		
56	SR 9.12.11 *(For Divided Train working in Automatic Block System.)* **1. In the event of Divided Train Working in Automatic Block System, the rules prescribed under 6.09 shall be observed by the crew, except that protection of occupied line shall be as per rules under 9.10.** **2. The following rules, in addition to above also shall be followed. Train Manager shall inform the SM in rear, not to send any further trains in to the section. If already despatched, ensure that loco pilot of rear train be informed about the situation. Train Manager shall ensure that the Automatic block signalling section/s ahead is/are clear of trains from SM in advance through any means duly obtaining a PN before starting the first portion.** **Where T/A 602 is mandated to be issued, SM shall issue T/C 912.**		

Item no	SR No	Existing Rule	Rule Amended / Added
57	9.14.6	When a Loco Pilot finds a Semi-Automatic Stop signal with extinguished 'A' marker at 'on', (a) Where there is no provision of 'AG' marker, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position or on receipt of written authority T/369(3b) and PHS. (b) Where there is a provision of 'AG' marker, and 'AG' marker is illuminated, loco pilot shall bring the train to a stop in rear of it and shall follow the instructions given in GR 9.15(b) and SRs there under. (c) Where there is a provision of 'AG' marker, and 'AG' marker is extinguished, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position or on receipt of written authority T/369(3b) and PHS	When a Loco Pilot finds a Semi-Automatic Stop signal with extinguished 'A' marker at 'on', (a) Where there is no provision of 'AG' marker, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position **or by taking off calling - on signal** or on receipt of written authority T/369(3b) and PHS. (b) Where there is a provision of 'AG' marker, and 'AG' marker is illuminated, loco pilot shall bring the train to a stop in rear of it and shall follow the instructions given in GR 9.15(b) and SRs there under. (c) Where there is a provision of 'AG' marker, and 'AG' marker is extinguished, loco pilot shall bring the train to a stop in rear of it and shall pass such signal only on assumption of 'off' position **or by taking off calling - on signal** or on receipt of written authority T/369(3b) and PHS.
58		SR 9.15.3 deleted (*as repetition of GR)*	
59		SR 9.15.4 renumbered as 9.15.3	

Item no	SR No	Existing Rule	Rule Amended / Added
60	9.15.5.	Even after the gate is closed, if the gate signal continues to be at 'on' and the 'A' marker is also not illuminated, the Gateman shall inform the Station Master of the controlling station. On receipt of this information, the Station Master shall inform the S&T officials concerned for rectification and the Station Master at the other end of the affected block section. Until the failure is rectified, Station Master will treat the gate as non-interlocked and exchange private numbers with Gateman as an assurance of closure of gate before despatching a train. Station Master of the block section will issue Caution Order to the Loco Pilots of the trains entering into the section to observe Rule ~~9.02 and 9.07~~ and SRs there under from the gate signal. On rectification of the defective gate signal, the issue of Caution Orders will be discontinued	*Amended and renumbered as 9.15.4* Even after the gate is closed, if the gate signal continues to be at 'on' and the 'A' marker is also not illuminated, the Gateman shall inform the Station Master of the controlling station. On receipt of this information, the Station Master shall inform the S&T officials concerned for rectification and the Station Master at the other end of the affected block section. Until the failure is rectified, Station Master will treat the gate as non-interlocked and exchange private numbers with Gateman as an assurance of closure of gate before despatching a train. Station Master of the block section will issue Caution Order to the Loco Pilots of the trains entering into the section to observe Rule **9.15** and SRs there under from the gate signal. On rectification of the defective gate signal, the issue of Caution Orders will be discontinued.
61	**15.06.4.3**	Speed of Track Machine/Tower Wagon: The speed of the first Track Machine/Tower Wagon will be booked speed and the following ones will observe a speed ~~restriction of 25KMPH during day and when view is clear and 10kmph during night and also during day when view is not clear.~~	**Speed of Track Machine/Tower Wagon: The speed of the first Track Machine / Tower Wagon while moving in a Convoy during traffic block will be Maximum permissible speed and the following ones will observe a speed restriction of 40 KMPH or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in section and maintaining an adequate distance of 250 metres between units.**

Item no	SR No	Existing Rule	Rule Amended / Added
62	**17.08.7.3**	The speed of the first Tower Wagon will be booked speed and the following ones will observe a speed restriction of ~~25kmph during day and when view is clear and 10kmph during night and also during day when view is not clear~~.	**The speed of the first Tower Wagon will be Maximum permissible speed and the following Tower wagons in convoy shall move with the speed of 40 kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in section and maintaining an adequate distance of 250 metres between each Tower wagon while moving in a convoy.**
63	Appendix III Rule 4.6	~~Last Stop signal (Advanced Starter/Starter) shall not be disconnected throughout the NI working except at the fag end. A traffic block of 2 to 3 hours should be taken for Disconnecting the old last Stop signal and block instrument, and reconnecting the new last Stop signal and new block instrument. Movement of trains, into block section should be controlled by taking "off" the last Stop signal.~~ Normally no Paper authorities (PLCT,) should be issued to the Loco Pilots as authority to proceed.	**When there is no change of Block Instrument involved, the existing Advanced starter / LSS / IBS must remain interlocked with block instrument throughout the Non-Interlocked (NI) working period. If there is a change of Block instrument involved, a traffic block / disconnection shall be given for commissioning the new Block instrument which then shall remain interlocked with Advanced Starter / LSS / IBS throughout the NI duration.** **In case of Automatic block system of working, the Advanced Starter shall remain interlocked with its Auto Section throughout the NI duration.** Normally no Paper authorities should be issued to the Loco Pilots as authority to proceed. **In case of failure/disconnection, if it is required to run trains, PLCT (T/C 1425 or T/D 1425) in Absolute Block system and T/369(3b) in Automatic Block system shall be issued. In case where all Auto signals have been disconnected, T/D 912 shall be issued.**

Item no	SR No	Existing Rule	Rule Amended / Added
64	(Appendix XIV)	Appendix C :~~Anti Collision Device (Raksha Kavach) (as and when brought into force~~)	Appendix C : **Indian Railways Automatic Train Protection System (IR-ATP) KAVACH**

Item no 65

Existing Appendix-XII is modified

APPENDIX - XII
SHUNTING

1. **Shunting instructions are the instructions issued by the Station Master to the Loco Pilot, Shunter, Guard, Shunting Jamedar or any Points Man nominated for the purpose regarding the particulars of shunting to be done. Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.**

2. **At major stations where separate staff viz., outdoor Station Master / Yard SM / YM / Shunting Master / Shunting Jamedar are provided for supervising the shunting, Form No. T/806 need not be given within station section. Such stations shall be notified by respective Sr.DOMs and incorporated in Station working rules.**

3. **Shunting order in Form T/806 shall be issued with details of all shunt movements to be carried out with in station section and for performing shunting during block forward / block back in double line and block back in single line. The Guard /competent railway servant, supervising the shunting shall accompany the train. Closure of LC gates if any shall be ensured by SM and Loco Pilot.**

4. **The Station Master shall ensure that the relevant block section in the Absolute Block System, and the entire line between two block stations in the Automatic Block System, is clear of trains. The SM shall also obtain consent from the Station Master at the other end before initiating block forward or block back operations.**
5. **Block forward / Block back messages shall be given under exchange of Private numbers and entries shall be made in red ink in the TSR. SM shall inform the SCOR under exchange of PN.**

6. **All fixed signals except First stop signal and Last Stop Signal may be taken off for Shunting purposes. Where shunt movements are not governed by signals, all concerned points in the route shall be correctly set, "cotter bolted and pin inserted" where provided or "clamped and padlocked" and PHS exhibited.**

7. When a fixed shunt signal on a post by itself or below a Stop signal becomes defective, T/369 (3b) shall be issued and Proceed Hand Signal should be shown from the foot of such defective signal **after ensuring proper setting of points and securing by clamping and padlocking. When a Shunting Permitted Indicator (SPI) becomes defective, T/369 (3b) shall be issued and Proceed Hand Signal should be shown from its foot after ensuring proper setting of points and securing by "cotter bolt and pin insertion" or "clamping and padlocking"**

8. When shunting is required to be carried out for attaching or detaching **of vehicles** on passenger carrying trains, the shunting engine **/ banking engine / train engine** with or without **vehicles** shall first come to a halt 20 metres away from the train and thereafter perform the shunting carefully.

9. While pushing back in shunting movement on line terminating in Dead End, train must be stopped 20 meters before the Dead End and then shall be pushed back cautiously so that bumping with Dead end can be avoided.

10. In station yards where grade condonation has been obtained, specific instructions that are issued along with the condonation with regard to shunting shall be adhered to.

Shunting in Absolute Block system

Single Line

Within Station Section:

On single line multiple aspect signalling territory, no shunting (even within station section) shall be done in that direction, once Line Clear is granted except where shunting in the face of an approaching train is permitted in SWR (i.e. once Line Clear is granted to a down train, no shunt movement shall take place in up direction).

Beyond Station Section:

To shunt up to FSS:

(i) The line outside the outermost facing point /Last stop signal/Shunting limit board and up to First Stop Signal shall not be obstructed unless a railway servant specially nominated in this behalf by the station master is in charge of operations and also the block section into which shunting is to take place is **clear of an approaching train**.

(ii) Shunt key shall be extracted and handover to Loco pilot. If shunt key cannot be extracted, SM at other end should be asked to take out his shunt key and obtain PN to that effect, then LP shall be given T.806 with PN (the same PN received from other end SM).

To shunt beyond FSS:-

(i) For shunting a train outside the First stop signal, the line has to be **blocked back.**

(ii) The Shunt Key together with “Shunting Order” Form T/806 authorizes the Loco Pilot to pass the Last Stop Signal at “ON” and shunt into the Block Section. Return movement shall be permitted by taking off shunt signals or guided by PHS duly ensuring proper setting, clamping and padlocking of points and closure of LC gates if any.

(iii) After completion of the shunting, both SMs shall ensure that block section is clear and exchange messages supported by PNs before resuming normal working.

Note: If shunt key cannot be extracted, the station master at other end should be asked to take out the shunt key and to give PN to that effect. Then the loco pilot shall be given T/806 with PN.

***Double line*:**

1. Shunting *within the station section* can be carried out when line clear is granted for a train, provided the necessary reception signals are kept at ON.

2. S**hunting beyond outermost facing points/BSLB by block back shall be permitted by issuing T/806 with PN to LP and Guard duly mentioning the particulars of shunting. Such movement shall be authorised by taking off shunt signal, where provided or guided by PHS duly ensuring proper setting, clamping and padlocking of points and closure of LCs if any. Block instrument shall be kept in Train on line position and locked or LCB key in OUT position**.

3. **Shunting in the block section in advance shall not be permitted unless it is clear and blocked forward. Loco pilot shall be issued with T/806 with PN to do the shunting in the advance block section. Block instruments shall be kept in Train on line position and locked or LCB key shall be kept in OUT position by advance SM. Return movement shall be permitted by taking off shunt signals or guided by PHS duly ensuring proper setting, clamping and padlocking of points and closure of LC gates if any.**

Note: If shunting beyond LSS is permitted in Station Working Rules behind the train travelling away from a station, the shunt signal (if any) provided below the LSS may be taken ‘OFF’ or the Loco Pilot may be given T/ 806 without PN. As soon as the preceding train clears the section, the line should be blocked forward if the shunting is not completed.

Shunting in Automatic Block system

In Automatic Block System, shunting on to the main lines or in to the block section is not permitted unless semi-automatic stop signals in the station are brought to manual mode, so as to bring such signals to ‘ON’ initially.

a. Within station section

(i) Shunting is permitted within station section generally. When Line Clear is granted, shunting within station section is not permitted in that direction, except where shunting in the face of an approaching train is permitted in Station Working Rules (i.e. once Line Clear is granted to a down train, no shunt movement shall take place in up direction). The Authority T/806 without PN shall be issued to the Loco Pilot and Guard unless notified by Sr.DOM as laid down in SR 5.14.9.

(ii) On double line section, shunting within the station section can be carried out, provided the necessary reception signals are kept at on.

a. Beyond station section

On single line, the direction of traffic shall be established by duly intimating Station Master of the block station at the other end under exchange of messages supported by Private Numbers, treating section between both the block stations as one block section. T/806 with PN shall be issued to LP and Train Manager duly mentioning the particulars of *shunting.*

After completion of the movement, Station Master shall ensure complete arrival of the train and communicate to the Station Master of block station at the other end duly exchanging messages supported by Private Numbers. The entries shall be made in red ink in the TSR.

b. Shunting on double line outside outermost facing points / BSLB:

1. Station Master of a block station, who intends to perform shunting into block section in rear shall inform the Station Master of the block station in rear and treat entire section between the two block stations as one block section duly ensuring that all the trains, which entered into the section from the station in rear have arrived complete at his station..
2. Then the Station Master shall block back duly exchanging the messages with Station Master in rear and obtain private number in assurance that the shunting is permitted into the block section and no train will be despatched from his end till the block back is cancelled.
3. T/806 with PN obtained from station in rear shall be issued to LP and Train Manager duly mentioning the particulars of *shunting.*
4. Such movement shall be authorised by taking off shunt signal, where provided or guided by PHS duly ensuring proper setting, clamping and padlocking of points and closure of LCs if any.
5. The entries must be made in red ink in TSR. On completion of the movement, both the Station Masters shall exchange messages supported by private numbers for cancellation of block back after ensuring that the block section is clear of trains.

c. Shunting beyond LSS: (block forward)

1. Station Master of a block station, who intends to perform shunting into block section in advance, shall ensure that the entire line in advance between both the block stations is clear of trains and shall treat as one block section.
2. Then the Station Master shall ‘block forward’ duly exchanging the messages with Station Master of the station in advance and obtain private number in

assurance that the shunting is permitted into the block section and no train will be despatched until the 'block forward' is cancelled.

3. The Authority T/806 with PN received from Station Master of station in advance shall be given to loco pilot/Guard and authorizing the Loco Pilot to pass LSS at 'ON'.
4. Return movement shall be authorised by taking off shunt signal, where provided or guided by PHS duly ensuring proper setting, clamping and padlocking of points and closure of LCs if any.
5. On completion of shunting, the SM shall ensure complete arrival of the train and cancel 'block forward' duly exchanging messages with the SM at the other end supported by Private Numbers. The entries shall be made in red ink in the TSR.

Shunting in rear of a train travelling away from the station:

1. The Station Working Rules shall permit such movements duly considering the local conditions like gradient, visibility, speed, weight and brake power of trains.
2. If permitted, intimate the Station Master at other end , issue T/806 without P.N. and authorize the Loco Pilot to pass LSS at 'ON'.
3. Guard / competent railway servant, supervising the shunting shall accompany the movement.
4. If the train traveling away clears into the station in advance, before the return of Shunting train, the Station Master shall note down the clearance of the train and block forward if the block section is still obstructed.
5. If the train travelling away does not clear into the station ahead, but the shunting train returns to the station, Station Master shall intimate about the arrival of shunting train, under exchange of messages supported by Private Numbers. Then the trains can be dealt normally.

Item No : 66. T/C 912 (***RED Font***) is replaced with new format.

Note : Divisions shall arrange to print and supply to stations within 25 days (i.e. 18.10.2025), till such time old format will be in-force.

द क्षण मध्य रेल्वे / South Central Railway

Form No. T/ C 912
Serial No._____

AUTHORITY FOR WORKING OF RELIEF ENGINE/TRAIN IN AUTOMATIC BLOCK SYSTEM
(Loco Pilot /Train Manager/Station Master's Record)

Station _____ Time: _____hours _____min
Date _____

To

The Loco Pilot / Motorman / Operator of Relief Engine / Train / Unit / TM / TC _____ Up / Down.
The obstruction exists at _____ Km of _____ line.
Communications are available between _____ and _____ stations.

For Right line

Authority to Proceed into an obstructed block section

1. You are hereby authorised to proceed cautiously without line clear in to obstructed block section. duly observing aspect of LSS.
2. You shall bring your train to a stop short of _____ KM (Obstruction / BV/SLR of the train) and thereafter be guided by the instructions of the Competent Authority at site.
3. The particulars of other relief trains already entered in to the section for assistance and time of despatch if any._____.
4. You shall stop when an Automatic signal is at ON and shall pass only after observing all the rules under GR 9.02/9.07 and gate rules under GR 9.15.

For wrong line

Authority to Proceed into an obstructed block section

1. You are hereby authorised to proceed cautiously without line clear in to obstructed block section, being piloted out of station after all concerning points have been correctly set, padlocked and hand signals exhibited at the foot of the signal protecting points.
2. You shall bring your train to a stop short of _____ KM (Obstruction/Train engine) and thereafter be guided by the instructions of the Competent Authority at site.
3. The particulars of other relief trains already entered in to the section for assistance and time of despatch if any_____.

Authority to pass station despatch signals at 'ON'

Signal No.	Description	Point Numbers set, clamped and Padlocked	Observe closure of Interlocked LC Gates numbers

Caution Order

1. Proceed cautiously with a speed **NOT EXCEEDING 15 KMPH** over straight line with clear view or **10 KMPH** when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.
2. A sharp look out must be kept at all times and Loco pilot must be prepared to stop clear and short of obstruction and should use engine whistle freely
3. You are expressly warned to observe every caution while approaching level crossing gate situated in the block section at _____km and shall pass only after the gates are closed and on receiving Proceed Hand signal from a railway servant in Uniform.

Instructions for clearance

1 You shall clear the section at _____ station.
2 In case of clearance in the direction of traffic, Loco Pilot shall be guided by signals and rules under GR 9.02/9.07 and GR 9.15. (or) In case of clearance against the direction of traffic, rules under GR 9.13 shall be observed.

Signature and stamp of Station Master
Date & Time

I have understood the contents of this authority.
Sign of Loco pilot: Sign of TMR:
Date &Time _____ Date &Time _____

Note: Strike out whichever is not applicable.

The above 66 amendments are given for implementation.

K PADMAJA

Digitally signed by K PADMAJA
Date: 2025.09.23 16:09:31 +05'30'

Principal Chief Operations Manager

Copy to: General Managers, PCOMs &PCSOs/CR, ECR, ECoR, ER, NCR, NER, NWR, NFR, NR, SECR, SER, SWR, SR, WCR, WR, SCoR & Metro Rly/Kolkatta;
Secretary to GM for kind information to GM;
AGM, SDGM, DGM/G, CPRO;
PED/Safety (A&R); CRS/SCC/SC;
PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM,
PCE, CTE, CTE/TP, CBE, CGE,
CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,
PCME, CWE, CMPE/Dsl, CRSE, CWM/WS
PCEE, CEDE, CPM/RE, 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.

* * **