

Addendum and Corrigendum no.01 for e-edition of GSR/SER- 2022

Entire SRs of GR 4.35 to be replaced with the following few lines:-

1) SR 4.35.01.- At terminal junction, engine-changing and meal serving stations with a halt of 10 minutes or over, a warning bell/Public Address system shall be sounded **5** (five) minutes before the starting time of a passenger train.

SR 4.35.02.- Station Master's permission to start the train shall be given in the following manner:-

- a) For trains carrying passenger by ringing station bell and or on Public address system (except for suburban section trains).

When a train carrying passengers is due to leave and all work in connection with it is completed, the SM shall arrange to announce starting of the train in the following manner-

- i) Through public address system at stations where such system is provided,
- ii) At all other stations by ringing the station bell where provided.

- b) For other trains by issuing correct "Authority to proceed" under the system of working in vogue at that time.

In case of (b) above, the Loco Pilot, on receipt of the correct 'Authority to Proceed' as required under the system of working and on observing the 'off' aspect of the departure signals referring to his train, or on observing the exhibition of hand signals (in case of p/out) by station staff at the points concerned to the line from which train is going to start, shall sound the prescribed whistle code thus 'OO' for guard's signal.

Note:- If the starting signal is not visible due to curvature, cutting, bridge or any other reason, the guard shall give verbal permission to LP/ALP to start the train, over walkie talkie mentioning his identity along with station name/train number while communicating and also confirm the identity of the speaker at the other end. LP shall acknowledge it through whistle code and then only start the train.

SR 4.35.03.- (a) The Guard's signal to the Loco Pilot to start shall be given by waving a green hand signal horizontally at full length above the head towards the Loco Pilot and then holding it steady.

(b) In case of trains carrying passengers, the Guard shall blow his whistle before giving the signal to start.

(c) The Motorman/Loco Pilot of a train shall not start his/her train even after getting starting signal from Guard of a train, if departure signals are at 'ON'. As soon as 'OFF' aspect of departure signals are given, the Motorman/Loco Pilot shall communicate by giving two bell signals to Guard or long whistle and shall start the train after getting starting signal from the Guard.

(d) In case of EMU/MEMU/DMU/DEMU trains, the signal to start the train shall be given by the prescribed bell code i.e., two rings.

SR 4.35.04.- No goods stock shall be used for carrying passengers without the previous sanction of the General Manager.

SR. 4.35.05._ Howrah to Kharagpur and Kharagpur to Midnapore including Santragachi-Shalimar & Panskura –Haldia section constitute the Suburban section.

SR 4.35.06.— The term 'all is right' includes ensuring taking 'off' the relevant starter signal except in the case of starting a train from a non-signaled line which case it includes compliance to GR 5.11 and SRs 5.11.01/02. In case when the starter signal is defective, the term 'all is right' includes compliance with sub rule (1) of GR 3.70 and SR 3.70.01.

- 2) In SR 16.06.01 2nd para -5th line after phrase 'foggy weather conditions' add words—'or visibility restricted for any other reasons'.
- 3) In SR 16.02.01-- Add (new) Srl no. 23.- Two pad locks
- 4) In SR 4.15.01—4th line after phrase 'front and' add words-----'red to the'---(this *already added in e-edition of new GSR-2022*).

OPS/50/ G & SR/A & C/Pt.V


12.7.22
(Prabhas Dansana)

P C O M/SER

Correction slip 02 for GSR book 2022 (e-edition) of S E R

i) Present SR 4.11.01: Delete full para. (The speed of..... In the working time table).

And insert the annexure 'A' attached herewith as it is in this SR 4.11.01 and also in

Operating manual Edition SER 2013 in Page no.151:- delete Note under Standard of Signalling and Interlocking: - (for details see para 170-----"IRSEM") Standard I (R) to Standard IV (R) are now denoted as Standard I to IV.

At page no. 152 removing table presently in Multiple aspect signalling para, after point no.(iii)- Standard III- A Distant.....a starter signal in each direction.

(Based on ASTE/GRC letter and IRSEM 2021 book-#Urgently to be added in G & SR & OPM books and For more details and clarification, see para no.7.8.9 in chapter 7: Essentials of Signalling page no. 154 to 159 from IRSEM 2021 Version-3 issued in June 2021).

Encl: Annexure-A


(U K Bal)

PCOM/SER

प्रतिलिपि:-निदेशक/संरक्षा/रेलवे बोर्ड को कृपया सूचनार्थ।

1) डीआरएम, सीनियरडीओएम/डीओएम, सीनियरडीएसओ/डीएसओ, सीनियरडीएसटीई/डीएसटीई, सीनियरडीईएन/डीईएन, सीनियरडीईई (ओपी)/डीईई (ओपी) एवं सीनियरडीएमई/डीएमई - खड़गपुर, चक्रधरपुर, अद्रा एवं रांची। 2) प्रिंसिपल - जेडआरटीआई/सीनी, ईएलटीसी/टाटा, एसटीसी/खड़गपुर, सीनियरडीईई (टीआरएस) टिकियापाड़ा 3) पीसीई, सीईई, सीएसटीई, सीएमई एवं सीएसओ, द.पू.रेलवे/गार्डनरीच।

No. OPS/50/G&SR/A&C/Pt. V

Dated: - 22.11.2022

Copy to: - Director/Safety/Railway Board for information please.

1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE (OP)/DEE (OP) & Sr. DME/DME - KGP, CKP, ADA & RNC.

GSR d/s no. 02 & Also for oem d/s no 05. (five)

ANNEXURE A

Para No: 7.8.9 of IRSEM (Version 3.0) : Table 3: Important Minimum Signalling Features

S No	DETAILS	STD I	STD II	STD III	STD IV
1	Maximum permissible speed	Up to 50 Kmph	Up to 110 Kmph Required	Up to 140 Kmph Required	Up to 160 Kmph Required
2	Isolation	See Notes below	Point Machine	Point Machine	Point Machine & Direct Clamp type with Thick web switches
3	Point Operation, locking & Detection	Point Machine			
4	Train Detection (Track circuit /Axle Counters)	On all Run through Lines	On all Running Lines	On all Running Lines	On all Running Lines
5	MACLS Signalling, Movement authority	MACLS	MACLS	MACLS	MACLS, Movement Authority
6	Block Working (Absolute/Automatic Signalling)	Permitted (Including Token Working)	Permitted (Excluding Token)	Permitted (Excluding Token) Or 4A Automatic Signalling	Permitted (Excluding Token) Or 4A Automatic Signalling
7	Double Distant/ Automatic Signalling	Not Compulsory	Required (On sections where Trains have a Emergency Braking Distance of more than 1 Km)	Required Or 4A Automatic Signalling	Required Or 4A Automatic Signalling
8	Last Vehicle verification	Not Compulsory	Required at stations with centralized operation or in high density routes	Required	Required
9	Relay/Electronic Interlocking (RI/EI)	RI/EI	RI/EI	RI/EI	RI/EI
10	Mobile Train radio communication (MTRC) or LTE or any other Technology	Not Compulsory	Desirable	Desirable	Required
11	ATP (ETCS/TCAS/TPWS) with Cab Signalling for SPAD mitigation	Not Compulsory	Desirable	Desirable	Required
12	Centralised Traffic Control (CTC)	Not Compulsory	Desirable	Desirable	Desirable

((Contd))

Addendum and Corrigendum slip 03 for G & SR book E-edition 2022, Dated 28/11/2022

A) Delete present GR 1.01 (1) and (2) and insert the following lines:- (Authority: *Gazette)

GR 1.01. Short Title and Commencement-

- (1) These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2022.
- (2) They shall come into force on the date of their publication in the Official Gazette.

B) Replace existing GR 4.08 sub rule (1) clause (a) with the following: -

- i) GR 4.08 (1) (a): - Every train shall be run on each section of the railways within the limits of speed sanctioned for that section by Special Instructions.
- ii) Add new SR 4.08.02, below SR 4.08.01 as: -

SR 4.08.02: In reference to GR 4.08 (1) (a) clarification: - Increase in speed of section within the ambit of Zonal railways and following instructions should be followed while raising sectional speed: -

a) Principal Chief Engineer of Zonal Railways is empowered to sanction further raising of sectional speed up to 110 kmph for already opened section by the Commissioner of Railway Safety.

b) Further, sanction of Commissioner of Railway Safety shall be taken by the zonal Railways for increase of the Speed of section beyond 110 kmph.

(Authority- 1). JD/Safety(A&R)/RB's letter number-2022/Safety (A&R)/19/20 dated 28/07/22, 2). *Gazette of India no. [530 & GSR 603 (E) dated 27/07/22 item no. 1 & 2]; and 3). ED/Civil Engineer (G)/Rly. Bd's letter no.70/WDO/ORI/RO/I Vol VIII dated 28/07/22.


(U K Bahl)

PCOM/SER

C) Add new SR 4.10.01, below GR 4.10 (2): -(Authority-Based on IRPWM & Other railway books)-

(I) SR 4.10.01:-On the Broad Gauge sections the speed over points must not exceed: -

(i) Non- interlocked points: - 30 KMPH

Note- Necessary safety directions should be incorporated in temporary working instructions for non-interlocking work at 30 kmph under Special Instructions with suitable infrastructural support as deemed necessary.

(ii) Interlocked: - 30 KMPH. When the train takes a diversion from one line to another with 1 in 12 turnouts curved switch or 1 in 8 ½ (8.5) turnout symmetrical split with curved switches.

For different type of curved switches permissible speed are as under-

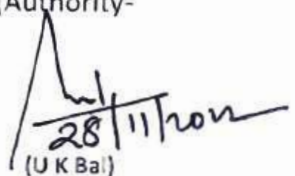
Sl. No	Type of Turnout	Permissible speed
1.	1 in 8½ curved switch	15 Kmph
2.	1 in 8½ symmetrical split with curved switches	30 Kmph
3.	1 in 12 curved switch	30 Kmph

(II) Add new SR 4.10.02: -(Authority- RB letter 2020/Safety (A & R)/19/07 dated 05/09/22)

SR 4.10.02:-The following precautionary conditions are to be followed while a train is permitted over on Non-interlocked Facing points/Turn outs/Cross over at a speed not more than 30 kmph during NI working.

- i) Speed can be raised up to 30 kmph with clamp and padlocking of points by using suitable clamps.
- ii) No separate temporary panel is needed and only free home signal shall be given.
- iii) Integrity of points shall be checked by Operating staff as per extant practice adopted during NI.
- iv) Physical verification of track shall be done by SM physically.
- v) Necessary safety directions should be incorporated in temporary working instructions for non-interlocking of maximum speed 30 kmph with suitable infrastructural support as deemed necessary.

(III)The above (SR 4.10.02) para-(The following.....deemed necessary)- is also to be added in SR 3.51.04- as 5th para after the last sentence of para (The signal staff.....traffic staff shall be responsible for clamping and padlocking).(Authority- RB letter 2020/Safety (A & R)/19/07 dated 05/09/22)


(U K Bai)

C) (IV) Add a new para-SR 4.11.02 below SR 4.11.01, which will be:-

SR 4.11.02: Persistent over speeding of Loco up to 3 kmph should not be a cause for disciplinary action against the LP and Momentary over speeding up to 5 kmph should not be a cause for taking up with the LP. All Loco Pilots will run the train up to Maximum Permissible speed, observing permanent and temporary speed restrictions in the section.

(Authority- RDSO' letter No. SD.POL.12.4 dated 12/09/2007 and ECR JPO)

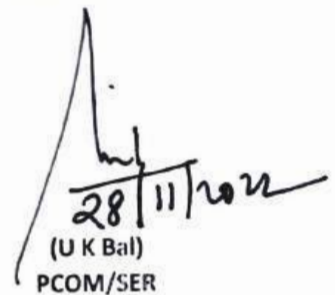
D) In SR 9. 14.01 (a): - Add this sentence after 1st Para (In case of Semi-----in SR 3.69.03). (Authority-Based on divisional query)

The authority to pass this Stop signal governing the approach of a train to a station will be T/A-912 (instead of T/369 (3b)).

E) USR 3.78 (6) (f): add word train manager (earlier designation-Guard) in first para- second, third and fourth sentence after the phrase: -A loco pilot/assistant loco pilot, wherever it appears in this para and read it as "A Loco Pilot/Assistant Loco Pilot/Train Manager.....

(Authority:-Based on divisional query)

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28/11/2022
(U K Bal)
PCOM/SER

F) Delete existing NOTE in Para SR 4.23.02 (i) (In Automatic..... failure of the train) and SR 4.25.02 (1) [note-(i): (In Automatic.... failure of the train)] from GSR 2022 e-edition of SER and substitute them with the following para: -(Authority-Based on Divnl. Query)

SR 4.23.02 (i) Note & SR 4.25.02 (1) [note-(i)]: -(a) In Automatic Block System a second train shall not be allowed to leave the same block station unless the previous train which has been allowed without a brake van, with or without Guard/Train Manager, arrives the next block station completely except in case of an accident or failure of the train.

(b) In case of Intermediate Block Signalling section, a second goods train shall be allowed to leave the same block station in rear of a train which has been allowed to run without brake van with or without Guard/Train Manager. SM of the block station concerned will alert the loco pilot of the second train that his train will follow a train which has been allowed without a brake van (with or without a guard/train manager) or with a brake van but without Guard/Train Manager. Loco Pilot of the second train running shall be vigilant to look out for any possible obstruction.

However, Passenger carrying trains shall not be allowed to follow or to be followed by goods trains which are allowed to run without brake van, without Guard/Train Manager.

(c) The rule under preceding para (b) above shall be incorporated in the SWRs of stations concerned. In the sections with steeper rising or falling gradient; and in the cases of impairing visibility condition on account of obstruction, fog or total interruptions of communications, the above provision is strictly prohibited.

(d) In case of any failure/obstruction, LP of such train who has passed the IBSS shall immediately inform SM of the rear station to stop dispatching of next train into IBS section and without intimating both stations of the IBS section; LP shall not back the train without taking precautionary measures.

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28/11/2022
(U K Bal)
PCOM/SER

No. OPS/50/G&SR/A&C/Pt. V

Dated: - 28.11.2022

Copy to: - Director/Safety/Railway Board for information please.

- 1) DRMs, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN & Sr. DME/DME – KGP, CKP, ADA & RNC.
- 2) Sr. DOM/DOM, Sr. DEE (OP)/DEE (OP):-for vide publicity and sensitizing crew and guard at crew guard lobbies by CDTIs/DTIs and CCC/CLIs of the divisions.

SOUTH EASTERN RAILWAY

Office of the Principal Chief Operations Manager,
11, Garden Reach Road, Kolkata - 43.

Dated: 22.03.2023

No.OPS/50/Audit/Correspondence/2019

To
The Divisional Railway Manager
South Eastern Railway
Adra, Chakradharpur, Kharagpur & Ranchi.

Sub: Addendum and Corrigendum Slip 04 for G&SR book E-edition 2022.
Ref: Railway Board's letter No.2020 Safety A&R/19/12(Pt.2) dt.31.07.2020.

Enclosed please find herewith 1 (one) copy of Addendum and Corrigendum Slip 04 for G&SR book E-edition 2022 approved by PCOM/SER for kind information and necessary action please

Encl: As above.

(Arjun Mazumdar) 24/03/2023
Dy.Chief Operations Manager(Safety/HQ)

उप मुख्य परिचालन प्रबंधक (संरक्षा)
Dy. Chief Operations Manager (Safety)
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11, Garden Reach Road, Kol-43

Copy for information to:-

1. Principal Executive Director (Safety)/Rly. Bd/New Delhi
2. Commissioner of Railway Safety/EC/Kolkata
3. PCOMs/All Zonal Railway
4. PCOM/SER,PCE/SER,PCEE/SER,PCSTE/SER,PCCM/SER,PCME/SER,PCSO/SER
5. CSE/SER, CFTM/SER, CTPM/SER, CPTM/SER, CELE/SER
6. Dy.COM(Chg.)/SER, Dy.COM(Safety/HQ)/SER, Dy.COM(Plg.& Co-ord)/SER, Dy.COM(Infra)/SER, Dy.COM(Spl.)/SER, Dy.CSO(Traffic)/SER
7. Principal/ZRTI/SINI/SER/CKP
8. Sr.DOMs/DOMs- ADRA,CKP,KGP & RNC
9. Sr.DSO/DSO - ADRA,CKP,KGP & RNC.
10. Sr.DEN(Co-ord)-ADRA,CKP, KGP & RNC
11. Sr.DEE(OP)- ADRA,CKP, KGP & RNC.

(Arjun Mazumdar) 24/3/2023
Dy.Chief Operations Manager(Safety/HQ)

उप मुख्य परिचालन प्रबंधक (संरक्षा)
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Addendum and Corrigendum Slip 04 for G & SR book E-edition 2022

The following corrections shall be effected on the SRs under GR 3.75 :-

1. In SR.3.75.01 – (ii), at the end of 1st Paragraph before the second paragraph following may be added:

“Where the IB stop Signal protects a level crossing gate, the Station Master before according such authorisation to the Loco Pilot, shall ensure that the said Level crossing gate is closed against road traffic”.

2. In SR. 3.75.01 – (iii) and SR 3.75.02, at the end of 1st Paragraph following may be added :-

“ Where the IB stop Signal protects a level crossing gate, the Loco Pilot, shall draw his train ahead cautiously up to the level crossing, and follow GR.3.73(2) (b) & (c) hereafter”.

3. In SR 3.75.04, following shall be added as clause (f) after clause (e):

“ While authorising the Loco Pilot to back the train, the Guard shall ensure that level crossing gate if any, situated on the portion of the track up to which the backing is permitted, is closed against the road traffic”.

(Authority-Railway Board's letter No.2020 Safety A&R/19/12(Pt2) dated 31/07/2020)


(Deepak Kumar Jha)
PCOM/SER

No.OP5/50/G & SR/A&C/Pt.V
Dated: 21.03.2023

Addendum & Corrigendum slip no.5 of GSR (E-Edition 2022 and printed edition-2011) of S E Rly

Add new SR below GR 3.13 (3) as **SR 3.13(3).01**

"On taking 'off' Calling-on signal for reception or dispatch of trains, the speed of the train shall not exceed 15 kmph even in normal conditions of visibility, and during dense fog or when visibility is not clear due to any reasons, speed shall not exceed 10 kmph and be able to stop adequately short of the train or obstruction till arriving the next stop signal (Stop Board or Shunt Signal)."

Delete-Aunlajhari-Badampahar and Aunlajhari-Gorumahisani:one train only system, wherever appears in rule books [GSR Chapter 7, SR 7.01.01 d) iv & v, Chapter 13, SR 13.01.01 (1) & (2)]

Tata -BMPR or Tata Gorumahisani sections are now absolute block systems.

Deepak Kumar Jha
27/11/23

(Deepak Kumar Jha)

PCOM/SER

प्रतिलिपि :निदेशक/संरक्षा/रेलवेबोर्डकोकृपयासूचनार्थ।

1) डीआरएम, सीनियरडीओएम/डीओएम, सीनियरडीएसओ/डीएसओ, सीनियरडीएसटीई/डीएसटीई, सीनियरडीईएन/डीईएन, सीनियरडीईई (ओपी)/डीईई (ओपी) एवंसीनियरडीएमई/डीएमई - खड़गपुर, चक्रधरपुर, आद्राएवंरांची। 2) प्रिंसिपल - जेडआरटीआई/सीनी, ईएलटीसी/टाटा, एसटीसी/खड़गपुर, सीनियरडीईई (टीआरएस) टिकियापाड़ा 3) पीसीई, सीईई, सीएसटीई, सीएमईएवंसीएसओ, द.पू.रेलवे/गार्डनरीच।

Copy to: - Director/Safety/Railway Board for information please.

1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN,

Sr. DEE (OP)/DEE (OP) & Sr. DME/DME - KGP, CKP, ADA & RNC for information and necessary action please.

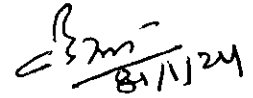
Revised Addendum & Corrigendum slip no.5 of GSR (E-edition 2022 and printed edition-2011) of S. E. Rly

Add new SR below GR 3.13 (3) as **SR 3.13(3).01**

"On taking 'off' Calling-on signal for reception or dispatch of trains, the speed of the train shall not exceed 15 kmph even in normal conditions of visibility, and during dense fog or when visibility is not clear due to any reasons, speed shall not exceed 10 kmph and be able to stop adequately short of the train or obstruction till arriving the next stop signal."

Delete - Aunlajhari-Badampahar and Aunlajhari-Gorumahisani: one train only system, wherever appears in rule books [GSR Chapter 7, SR 7.01.01 d) iv & v, Chapter 13, SR 13.01.01 (1) & (2)]

Tata-BMPR or Tata Gorumahisani sections are now absolute block systems.



(Deepak Kumar Jha)

PCOM/SER

Copy to:- Director/Safety/Railway Board for information please.

- 1) DRMs, Sr.DOM/DOM, Sr.DSO/DSO, Sr.DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP)/DEE(OP) & Sr.DME/DME – ADRA, CKP, KGP & RNC for information and necessary action please.
- 2) Principal – ZRTI/SINI, ELTC/TATA, STC/KGP, Sr.DEE (TRS)/TPKR.
- 3) PCE, CEE, CSTE, CME & CSO, SER/GRC.

दक्षिण पूर्व रेलवे

South Eastern Railway

No. OPS/50/G & SR/A & C/Pt. VI

Kolkata, Dated: 16th October, 2023.
09th Nov '2023

NOTIFICATION

Sub: Addendum & Corrigendum No. 6 of G & SR (SER) based on Gazette issued by Railway Board.

Addendum and Corrigendum No. 6 of G & SR (SER – e-edition-2022) is approved and signed by Principal Chief Operations Manager/SER on 09/11/2023, shall be brought into in force over South Eastern Railway system with immediate effect.

All concerned Staff, Supervisor of all disciplines, In-charge of Crew Booking Lobby, Depot – in – Charge, Running Staff etc. should carefully note and act accordingly. Thorough counsel should be carried out on the above subject matter by Divisions to all concerned Operating Staff, Supervisors, Crew Controlling Staff, Crew & Running Staff, Safety Category Staff & others staff rigidly.


(B.B. Gupta)

Chief Passenger Transportation Manager

Addendum and Corrigendum No. 6 of G & SR/SER (e-edition 2022)

The following shall be substituted for existing GR 1.01-

1) GR 1.01 Short title and commencement:-

- 1. These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2023.**
- 2. They shall come into force on the date of their publication in the Official Gazette.**

2) The following shall be substituted for existing GR 3.13 (2).

GR 3.13 (2) A Calling-on signal, where provided, shall be fixed below a Stop Signal governing the approach of a train. Under special instructions, a Calling-on signal may be provided below any other Stop signal except the last Stop signal.

3) The following rule shall be incorporated under existing GR 3.47 as sub-rule (1):-

GR 3.47 (1) Taking 'Off' signals for more than one train at a time when two or more trains are approaching simultaneously from any direction may be permitted over non isolated lines; under special instructions when requirements of adequate distance under Rules 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled.

The following SR shall be incorporated under GR 3.47 (1)

SR.3.47 (1): the following SR are to be followed with GR 3.47 (1)

- 1. All such dispensations under GR 3.47 (1) shall be separately listed under heading "Simultaneous Movements without Physical isolation" in the SIP & SWR Diagram.**
- 2. All "Simultaneous Movements without Physical isolation" shall be included in Station Working Rules along-with instructions as approved under "special instructions" or under "approved special instructions".**
- 3. Special precautions for allowing directly opposite movements may be considered by the Zonal Railways as per site requirements, if any.**
- 4. Before permitting movements under GR 3.47 (1), local conditions like gradients, speed, curvature, in the yards etc. may be considered.**

4) The following shall be substituted for existing GR 3.70(4).

3.70(4) Where under special instructions a Calling-on signal has been provided below a departure Stop signal, other than the last Stop Signal, the Calling-on signal shall not be taken 'Off' unless the conditions for taking 'Off' the departure Stop signal above it have been fulfilled.

5) The following shall be substituted for existing GR 3.81 (1) (b).

3.81(1) (b) by taking 'off' the Calling-on signal, if provided under special instructions, vide sub-rule (2) of Rule 3.13.

(Ref: Gazette Notification no. 429 of General Statutory Rules 535 (E), dated 11th July 2023 vide Railway Board's letter no. 2021/Safety (A&R)/19/49 Pt. I dated 31.07.2023).

6) The following shall be substituted for existing GR 5.16.

GR. 5.16 Shunting during reception of trains -

When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except under special instructions for identified stations where frequent shunting movements take place, and where such points are protected by a Stop Signal or by a Shunt Signal with the precautions to be observed while performing shunting that-

- a) Shunting shall be carried out under supervision of authorised competent railway servant; and
- b) Rake or load should be fully on air brake; and
- c) The maximum speed during shunting operations shall not be exceeded 15 kmph.

The following SR shall be substituted for existing SRs under GR 5.16.

SR 5.16- the following SR are to be followed with GR 5.16:

1. The relaxation of signalled shunting movements under provisos of GR 5.16 by PCOM may be done as an exception.
2. In such cases of shunting which are permitted by PCOM under special instructions under GR 5.16, the shunting is to be carried out with Loco in leading towards the point over which incoming train is to pass. Shunting with Loco in pushing should not normally be permitted for shunting movements permitted by PCOM under special instructions.
3. Additional precautions based on local conditions may be prescribed by PCOM to ensure safety whenever required.

4. The signal shunting movements which are permitted under special instructions by PCOM should be clearly endorsed on the Signal Interlocking Plan and Station Working Rule diagram.

5. Since precautions stated in GR 5.16 are to be exercised by field staff, the details of such movements which have been permitted by PCOM under special instructions should be clearly mentioned in the Station Working Rules along with the list of precautions to be taken as follows:

S.NO.	Signalled shunting movements permitted under special instructions.		Precautions to be taken
	From Shunt Signal No.	Towards point no. (over which incoming train is to pass)	
1.			
2.			

6. The dispensation by PCOM under special instructions under GR 5.16 should be processed at the time of approval of Signalling Plans so that no rework is involved subsequently.

7. Approval of PCOM needs to be obtained on case to case basis for implementations of this G & SR 5.16 at any station.

7) The following shall be substituted for existing GR. 8.05 (3).

GR.8.05 (3) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by rule 5.16 of these rules.

8) The following shall be substituted for existing GR.8.10 (2).

GR.8.10 (2) When signals have been taken 'off' for an incoming train on to a line which is not isolated, no shunting movement shall be carried out towards points over which the incoming train is to pass except as permitted by Rule 5.16 of these rules.

(Ref: Gazette Notification no. 420 of General Statutory Rules 526 (E), dated 21st July 2023 vide Railway Board's letter no. 2021/Safety (A&R)/19/49, dated 25.07.2023.)



Kolkata

Dated:- 09/11/2023.

(Deepak Kumar Jha)
Principal Chief Operations Manager.

Addendum and Corrigendum slip no. 7 of G & SR 2022 (e-edition) of S E Rly.

New SR 3.17.01:-

SR.3.17.01.-When a Semi-Automatic stop signal is required to protect a level crossing gate as also points, the signal may be provided with an illuminated 'AG' marker in addition to the illuminated 'A' marker.

The indication of such signal shall be as under --

- a. The 'A' marker shall be lit only when the gate is closed and locked against the road traffic and all necessary points are correctly set and locked for the nominated route.
- b. The 'AG' marker shall be lit only when the level crossing gate is either open to road traffic or have failed, but all necessary points are correctly set and locked for the nominated route.
- c. When neither of the markers is illuminated, the signal shall be treated as a manual stop signal and train shall be worked as per provisions of GR 3.69 or GR 3.70 and SRs thereto, as applicable.


(Deepak Kumar Jha)
PCOM/SER

Copy to: - Director/Safety/Railway Board for information please.

- 1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE (OP)/DEE (OP) & Sr. DME/DME -- KGP, CKP, ADA & RNC for information and necessary action please.

दक्षिण पूर्व रेलवे
South Eastern Railway

No. OPS/50/G & SR/A & C/Pt.VI

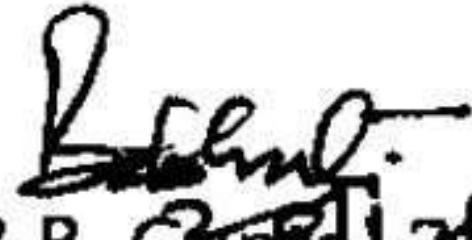
Kolkata, Dated: 21st December, 2023

NOTIFICATION

Sub: Addendum & Corrigendum no. 8 of G & SR (SER) based on Gazette issued by Railway Board.

Addendum and Corrigendum No. 8 of G & SR (SER – e-edition-2022) is approved and signed by Principal Chief Operations Manager/SER on 21/12/2023, shall be brought into in force over South Eastern railway system with immediate effect.

All concerned Staff, Supervisor of all disciplines, In-charge of Crew Booking Lobby, Depot-in-Charge, Running Staff etc. should carefully note and act accordingly. Thorough counsel should be carried out on the above subject matter by Divisions to all concerned Operating Staff, Supervisors, Crew Controlling Staff, crew & Running Staff, Safety Category Staff & others staff rigidly.


(B.B. Gupta) 21/23

Chief Passenger Transportation Manager

Addendum and Corrigendum slip No. 8 of G & SR 2022 (e-edition) of S.E. Railway

1. Short title and commencement :- (1) These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2023.

(2) They shall come into force on the date of their publication in the Official Gazette.

Insert the following clause after GR 15.02 Clause (b):

GR 15.02(C): Planned maintenance and asset repair or replacement or creation work shall be executed in accordance with the "Rolling Block Programme".

Explanation: For the purposes of this clause, "Rolling Block Programme" means advance planning of traffic blocks or disconnections (Civil or Electrical or Signal & Telecommunication etc., including non-interlocked work) over a specified duration up to 52 weeks, required for maintenance and asset repair or replacement or creation work, to be prepared on a rolling basis by adding one week plan every week by reviewing the output of the immediate preceding week and planning for the remaining weeks ahead.


(Deepak Kumar Jha)
PCOM/SER

Copy to: - Director/Safety/Railway Board for information please.

1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr. DME/DME – ADRA, CKP, KGP & RNC for information and necessary action please.

Addendum and Corrigendum slip no. 09 of G & SR 2023 of South Eastern Railway

With reference to the Notification published in the Gazette of India vide G.S.R. 160(E) dated 07.03.2024, the following amendments shall come into force.

G.S.R. 160 (E).- In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976, namely:-

1. Short title and commencement – (1) These rules may be called the Indian Railways (Open Lines) General (Amendment) Rules, **2024**.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Indian Railways (Open Lines) General Rules, 1976, (hereinafter referred to as said rules), in rule 9.04, in clause (a), for the words "Manual Stop Signals", the words "Manual or Semi-Automatic Stop Signals" shall be substituted.;

3. In the said rule, in rule 9.06,-

(i) for the existing marginal heading, the following marginal heading shall be substituted, namely:-

"Conditions for taking 'off' Manual Stop signals or Semi-Automatic Stop Signals, in Automatic Block territory on single line.-";

(ii) for sub-rules(1) and (2), the following sub-rules shall be substituted, namely:-

"(1) Home signal- When a train is approaching a Home signal, otherwise than at a terminal station, the signal shall not be taken 'off' unless the line is clear not only up to the Starter but also for an adequate distance beyond it and in addition for automatic working, direction of block section ahead is not set in opposite.

(2) Last Stop Signal – The Last Stop Signal shall not be taken 'OFF' for a train unless the direction of traffic has been established and the line is clear up to the next Automatic Stop signal, or when the next Stop signal is a Manual or Semi-Automatic Stop signal for an adequate distance beyond it."



(Deepak Kumar Jha)

Principal Chief Operations Manager

South Eastern Railway

Copy to :- Director/Safety/Railway Board for information please.

- 1) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP)/DEE(OP) & Sr. DME/DME- ADRA, CKP, KGP & RNC for information and necessary action please.

Addendum and Corrigendum slip no.10 (Revised) of Indian Railways (Open Line) General (Amendment) Rules 2023 with Subsidiary Rules of South Eastern Railways.

1) Replaced the list of brake van equipment as mentioned in existing **SR.4.19.02** with the following,

All trains carrying passengers shall carry the following equipment in the brake van.

S. No.	Item	No.	Maintained /Supplied by
(i)	Stretcher	1	SS/SM
(ii)	Portable Control Telephone	2	Jr. Eng. (Tele)
(iii)	Portable Fire Extinguisher	2	Jr. Eng. (C & W)
(iv)	Portable Train Lighting Equipment	1	Jr. Eng. (Elec . G)
(v)	Wooden Wedges/Skids	2	Jr. Eng. (C & W)
(vi)	Rope ladders with suitable hooks	2 (minimum)	Jr. Eng. (C & W)

2) Inserted the following segment in **SR.4.19.02** at the end of the list of brake van equipment.

The following procedures will be followed for loading/unloading of these brake van equipment.

- A proper arrangement in the form of closed cupboard would be provided in the SLR by Mechanical Department for keeping brake van equipment in locked condition.
- Equipment would be loaded and run on end to end basis and will be kept in the cupboard provided in the brake van in locked condition by universal key.
- No coaching train shall start without full complement of brake van equipment.
- In order to ensure the safety of equipment and proper handing over and taking over, the brake van equipment shall be loaded by respective staff, shown to the guard at originating station and acknowledgement will be taken from him.
- Each guard while taking over charge en-route, will sign for the intactness or otherwise, of brake van equipment in the relieved guard's rough journal book.
- At the terminating station, equipment shall be handed over by guard to the staff of respective departments. At stations where staff of C&W and other departments are not available, the equipment will be handed over to authorised representative of SS/SM who will also be responsible for its loading in return direction, taking acknowledgement from guard.
- In case of any consumption en-route or any defect noticed during journey, it will be advised in writing to the relieving guard by the relieved guard. At the terminal station, same shall be advised in writing to SS/SM. Representative of concerned department will recoup the shortage. However, the responsibility to ensure full complement of brake van equipment in working condition will lie with the primary maintenance depot. In case of any defect noticed en-route, responsibility will be fixed up on supervisor who has supplied the equipment.


Deepak Kumar Jha

(Principal Chief Operations Manager)

South Eastern Railway

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME
-Adra, CKP,KGP and RNC for information and necessary action please.

Addendum and Corrigendum slip no.11 of G & SR (South Eastern Railway)

With regard to the letter (No.2024/TT-IV/12/10) issued by Railway Board on 16.08.2024, Unified Subsidiary Rules in lieu of existing Subsidiary Rules for General Rules 9.12 shall come into force.

9.12 Procedure during failure of Automatic Signalling: - When a failure of automatic signalling is likely to last for some time or cause serious delay, trains shall be worked from station-to-station over the section or sections concerned under special instructions.

S.R. 9.12/1:- In case of failure of signal or signals between two or more block stations in Automatic block system;

The train working should normally be done in accordance with the provisions of Rule 9.02 or 9.07 as the case may be.

S.R. 9.12/2:-

S.R. 9.12/2 (A) Failure of signal/s between two or more block stations in Automatic block system likely to last for some time or cause serious delay when means of communications are available:-

In the event of conditions mentioned in sub-para (i) or (ii) below, the decision whether to consider a failure of signal/s as a prolonged failure should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge).

i. Failure of signal/s occurring in an area consisting of two or more block stations worked under Automatic Block system which is likely to last for some time as advised in writing by the officials of S&T department, with the approval of Sr. DSTE/ DSTE concerned, to the section controller of the division; or

ii. In case of the failure of signal/s causing or expected to cause serious delay in train operations on account of working during such failure in accordance with rule 9.12/1.

The following procedure shall be adopted for train working in case of prolonged failure of signal/s.

1. (a) The intimation of prolonged failure shall be given to concerned duty station master by Section Controller under exchange of private number.
- (b) Before any train is allowed to enter the affected section, it shall be brought to a stand and the Loco Pilot/Motorman and Train Manager of the train shall be advised of the circumstances by the Station Master. Section Controller and Station Master concerned ahead of the affected section shall also be informed.
- (c) The section between the two block stations will be treated as a Single Block Section & train movement in Block Section shall be controlled by the Station Master of either side.
- (d) Before introduction of such working, it shall be ensured that all the trains dispatched in the affected section have completely arrived at the station in advance. Additionally, it shall be ensured that, the Semi-Automatic/Manual Despatch Stop Signal of all stations dispatching trains in the affected section and the Semi-Automatic/Manual Reception Stop Signals of all stations receiving trains in the affected section, shall be put in manual mode and in ON position initially.
- (e) The Station Master shall advise the Station Master at the other end regarding suspension of Automatic Working in the following Format.

From Station Master/X No. _____	To Station Master/Y
Automatic Block working suspended between _____ and _____ stations at _____ Hours _____ minutes due to _____ (Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set.	
Private Number (In figures) _____ (In words) _____	

From Station Master/Y No. _____	To Station Master/X
Your No. _____ Understood that Automatic Block working suspended between _____ and _____ stations at _____ Hours _____ minutes due to _____ (Reasons) Train signaling shall be done through Station-to-Station fixed telephone /Railway Auto Phone/ BSNL phone/Fixed Telephone with CUG sim or Control Telephone/Very High Frequency set.	
Private Number (In figures) _____ (In words) _____	

2. The Station Master on duty at the Station in rear of the affected section shall obtain 'Line Clear' for the train by one of the following means of communications viz.

- (a) Station to Station fixed telephones wherever available.
- (b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
- (c) Control Telephone.
- (d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (e) Fixed Telephone with CUG sim which have been provided to the station only for official use by the on-duty Station Master.

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

3. The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-

- (i) The whole of the last preceding train has arrived complete.
- (ii) The Semi-Automatic/Manual Reception Stop Signal has been put back to 'ON' behind the last preceding train.
- (iii) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.
- (iv) The private number/s shall be exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
- (v) The points of outlying sidings/ turnouts under his control are correctly set and locked.

4. (a) The Loco Pilot/Motorman of the first train entering the affected section on authority form T/D 912 as prescribed in SR 9.12/2 (A) (5) below shall proceed with utmost caution and must not run at a speed

exceeding 25 KMPH under any circumstances, subject to other speed restrictions in force. If the view is restricted due to fog, curve or any other reason, speed shall not exceed 10 KMPH. The speed over facing points, if any, being restricted to 15 KMPH. The Loco Pilot/Motorman shall continue to look out for any obstruction until he reaches the station ahead.

(b) Before any train is allowed to enter the block section by handing over the authority T/D 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set, Clamped and padlocked.

5. The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train entering the affected section on Automatic block system, an Authority in form T/D 912, during prolonged failure of signals. Distinguishing numbers of departure, Automatic, Semi-Automatic/ Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.

6. When approaching the train receiving Station, the Loco Pilot/Motorman of the train shall act upon the aspect of the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal/Calling-on signal is not in working condition then the Station Master shall depute a railway servant in proper uniform and issue authority on Form No. T/369(3b) for receiving the train, after ensuring that conditions to take OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.

7. 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.

8. Clearance of the section by each train shall be intimated to the station in rear under exchange of Private Number. Train Signal Register shall be brought into use and all entries regarding train working recorded therein. Section Controller shall be kept advised of all train movements taking place in the affected section.

9. As soon as the signals are put right by the S&T officials in writing, section controller's permission should be obtained for resuming normal working of trains on Automatic Block System. A message shall be exchanged with Private Numbers by the Station Master on duty concerned in Train Signal Register, assuring that the last train dispatched during the failure has arrived completely at the station in advance and the section is clear. Intimation of restoration shall be given to section controller under exchange of private number.

From Station Master/X	To Station Master/Y
No. _____ Last Train (Number and description) _____ despatched during failure from your station at _____ hours _____ mins has arrived completely at my station at _____ hours _____ mins. Cancel the present method of working of trains.	
Private Number (In figures) _____ (In words) _____	

From Station Master/Y	To Station Master/X
No. _____ Your No. _____ understood Last Train (Number and description) _____ despatched during failure from my station at _____ hours _____ mins has arrived completely at your station at _____ hours _____ mins. Cancel the present method of working of trains.	
Private Number (In figures) _____ (In words) _____	

10. All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/2 (B): Failure of all signals likely to last for some time and cause serious delay when no means of communications are available in Double line:-

In the event of failure of automatic signalling occurring in an area consisting of two or more stations in Automatic Block System and when line clear cannot be taken by any of the following means, viz.

- (i) Track circuit and Axle counter where indication of the section between two stations is available on VDU panel.
- (ii) Station to Station fixed telephone wherever available.
- (iii) Fixed telephone such as Railway auto phone & BSNL/MTNL phone.
- (iv) Control Telephone.
- (v) VHF sets under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

The following procedure shall be adopted for train passing:-

- (i) The movement between the two block stations shall be controlled by the Station Master of either side.
- (ii) All the points over which the trains will run within the affected area shall be correctly set and locked before the movement of any train is authorized over them.

- (iii) Before any train is allowed to leave the station as prescribed in S.R. 9.12/ 2(B), it shall be brought to a stand and the Loco Pilot/Motorman and the Train Manager of the train shall be advised of the circumstances by the Station Master.
- (iv) The Station Master shall give the Loco Pilot/Motorman and Train Manager of each train:-
An Authority on form T/B 912 shall be handed over to the Loco Pilot/Motorman and Train Manager and record copy shall be retained by the Station Master as a record which shall consist of-
- (a) An authority to proceed without line clear.
 - (b) An authority to the Loco Pilot/Motorman Indicating the distinguishing numbers of departure, Automatic, Semi-Automatic, Manual and Gate signal/signals required to be passed, shall also be indicated on the Authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter signal / Manual/ Midsection Gate signal, the Loco Pilot/Motorman shall pass the signal only when he receives a proceed hand signal from a railway servant in uniform. In the case of midsection gate signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
 - (c) A Caution Order restricting the speed to 15 Kmph over the straight line when view is clear 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 observance of other speed restrictions imposed. Loco Pilot/Motorman must also ascertain that the points of the outlying siding/ turnouts, if any, are correctly set and locked before passing over them. Speed over facing points being restricted to 15 KMPH.
- (v) No train shall be allowed to enter an affected section unless there is a clear interval of 25 minutes between the train about to leave and the preceding train.
- (vi) (a) In the event of a Loco Pilot/Motorman approaching or passing any portion of a line where view ahead is not clear, the Assistant Loco Pilot/motorman or the Train Manager with hand signals must be sent in advance to guide the further movement of the train. A sharp look out ahead should be kept and the engine whistle freely used.
- (b) A tunnel shall be entered only after it has been ascertained that it is clear. If there is any doubt on this point, the train shall be piloted by a railway employee equipped with hand signals and detonators.
- (vii) The Train Manager shall keep a sharp look out in the rear and be prepared to exhibit a danger signal to prevent the approach of a train from rear side and to protect it, if necessary, as per extant rules. Before entering a section where there are tunnels, he shall also switch on the side and tail lights/lamps on EMUs etc.
- (viii) If the train is unable to move further due to any reason, then the train manager should protect the train in rear as per G.R. 6.03.
- (ix) When approaching the next station the Loco Pilot/Motorman shall bring his train to a stand outside the Semi-Automatic/Manual Reception Stop Signal and sound one long whistle. The Station Master will arrange to depute a railway servant in proper uniform and issue authority on form no. T/369 (3b) for receiving the train, after ensuring that conditions to take OFF Semi- Automatic/Manual Reception Stop Signal have been fulfilled.

- (x) Trains must continue to work on this system until either the signals are put right or any one of the means of communications is restored by the S&T officials in writing.
- (xi) As soon as the signals are put right, normal working of trains shall be resumed.
- (xii) However, where signals continue to remain in-operative but any of the means of communication is restored, the Station Masters at both end shall immediately exchange a message in the following format-

From Station Master/X No. _____ Train (Number and description) _____ arrived complete at ____ hours. Last Train (Number and description) _____ despatched to your station at ____ hours. Cancel the present method of working of trains. Line Clear shall be obtained by means of _____ Acknowledge	To Station Master/Y
Private Number (In figures) _____ (In words) _____	

From Station Master/Y No. _____ Your No. _____ Understood that Train (Number and understand description) _____ which was the last train to leave my station has arrived complete at your station. Train No. _____ which left your station has arrived complete at my station at _____ Hours/not arrived. Present system of train working is being/ shall be cancelled immediately after the complete arrival of train No. _____ Line Clear for the next train shall be obtained by means of _____	To Station Master/X
Private Number (In figures) _____ (In words) _____	

- (xiii) In case of any of the means of communication is restored as per condition in Para (xii) above, working shall be done in accordance with S.R. 9.12/2 (A). Line Clear shall not be obtained or given by any means of communications which has been restored until both the Station Masters are satisfied that all trains despatched from their stations have arrived complete at the other station. When the trains referred above arrived complete at the stations, their numbers and arrival time will be communicated to the other Station Master concerned under exchange of Private Numbers. There after intimation to this effect shall be given to the Section Controller.
- (xiv) All the records in connection with train working on this system shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) within 7 days of the resumption of normal working.

S.R. 9.12/3 Rules and Regulations for working of trains under the Automatic Block System during obstruction of one line when signals are operative and communication are available (on Double Line Sections)

1. When it is desired to introduce temporary single line working on double line on electric communication instruments, the Station Master at one end of the affected section shall on receipt of reliable information in writing that one line is clear, take steps to introduce temporary single line working on that line in consultation with the Section Controller and the Station Master of the station at the other end of the section. The decision to introduce temporary single line working should be taken by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge). Temporary Single Line Working shall be introduced between the nearest stations provided with cross-over between Up and Down lines on either side of obstructions. Nomination of stations at both the ends of such stations shall be done by Sr. Divisional Operations Manager / Divisional Operations Manager (in-charge) of the division as mentioned in above.

2. If there is reason to suspect that the line over which temporary single line working is to be introduced is also fouled or damaged, temporary single line working shall not be introduced until a responsible engineering official not below the rank of a SSE/JE (P.Way) has inspected that section and certified that the track is safe for the passage of trains.

3. The movement of trains on the affected section shall be controlled by such stations and on such lines as are nominated.

4. The Semi-Automatic/Manual Despatch Stop Signal of the Stations at both the ends of the section where temporary single line is being introduced shall be put in manual mode in ON condition for the entire duration of temporary single line working. The concerned Semi-Automatic/Manual Reception Stop Signals of the stations at both the ends shall also be put in manual mode and in ON position initially, before introduction of temporary single line working.

5. All trains running in the wrong line shall be worked in accordance with the rules for the use of electric communication instruments on single line. Line clear shall be obtained on the following:

- (a) Station to Station fixed telephones wherever available.
- (b) Fixed telephone such as Railway auto phone & BSNL/MTNL phone with caller ID.
- (c) Control Telephone.
- (d) VHF set under special instructions, but not as the sole means of communication on sections where passenger trains run.
- (e) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

NOTE:- In all cases where line clear is obtained/granted by a means of communication other than Track circuit/Axle counter, the system of calling station name, followed by establishing identity of the Station Master on duty by cross checking Private numbers given for the last Preceding train shall be adopted.

6. Train Signal Register, shall be introduced at stations on affected section.

7. After ascertaining that one of the lines is clear for the passage of traffic, the Station Master proposing single line working shall issue a message under exchange of private Number, containing the following information, to the Station Master at the other end of the affected section :-

- (a) Cause of introduction of single line working;
- (b) Place of obstruction;
- (c) The line by which single line working is proposed;
- (d) The source of information that the said line is clear;
- (e) Restriction of speed, if any, on the line;
- (f) The number and timings of the last train which arrived/left the station nominated.

8. On receipt of acknowledgement from the Station Master at the other end and confirmed by a private number single line working may be introduced. Line clear shall be obtained on available means of communications as mentioned at para - 5 above.

9. The Station Master on duty at the station in advance shall not give such "Line Clear" unless:-

- (a) The line is clear not only up to the Semi-Automatic/Manual Reception Stop Signal but also for the adequate distance beyond the Semi-Automatic/Manual Reception Stop signal.
- (b) The private number/s has been exchanged with on duty gatemen, for closure of the level crossing gate/s under his control.
- (c) The points of outlying sidings/ turnouts under his control are correctly set and locked.
- (d) For each first train running in the wrong line, line clear shall neither be asked nor given unless the two Station Masters have assured under exchange of private numbers that all the trains running in the right line have already arrived completely at the Station in advance.

10. A written authority (form T/E 912) shall be given to Loco Pilot/Motorman and Train Manager of all trains in right and wrong line which includes.

- a) A 'line clear ticket' on Automatic block system during temporary single line working on double line.
- b) Distinguishing numbers of departure, Automatic, modified Semiautomatic/Semi-Automatic/ Manual and Gate stop signals required to be passed (including non-governing signals), shall also be indicated on the authority authorising the Loco Pilot/Motorman to pass them at 'ON' position. For a Starter/ Manual and gate stop signal, the Loco Pilot/Motorman shall pass the signal only when he receives proceed hand signal from a railway servant in uniform. In the case of midsection gate stop signals the Loco Pilot/Motorman shall cautiously pass the level crossing only after ensuring that the gates are closed and locked for road traffic.
- c) A caution order which shall clearly state:-
 - (i) The line on which the train or light engine is to run;
 - (ii) The kilometers between which the obstruction exists.
 - (iii) Any restriction of speed which may have been imposed; and
 - (iv) The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing 'Proceed' or 'Caution' aspect
 - (v) The train started on the wrong line shall be piloted out of the station after all the concerning points have been correctly set and locked.

(vi) Location of the Neutral section if any.

11. Before any train in the wrong line is allowed to enter the block section by handing over the authority T/E 912, the station master shall ensure that private number/s has been received from the gatemen for closure of the gate/s under his control. It shall also be ensured that all points under control of train dispatching station over which the train will pass are correctly set and locked.

12. For every first train in the right line the procedure laid down for the trains running in the wrong line shall be followed and the authority T/E 912 shall be issued.

13. The subsequent trains running in the right line may be allowed to follow each other as per the signal aspect in Automatic Block System, provided that the station in rear has intimated the station in advance about the fact that he is permitting particular train/trains to follow and has ascertained the readiness of station in advance to receive, if following them. Private numbers shall be exchanged for every such movement.

The written authority (T/E 912) shall also be given to the subsequent trains following the first train running in the right line, after ensuring that the line is clear not only up to the first signaling section beyond the Semi-Automatic/Manual Despatch Stop Signal but also for an adequate distance beyond it. The station master shall however strike out the line clear ticket portion in the authority T/E 912.

14. An endorsement shall also be made on the form T/E 912 given to the Loco Pilot/Motorman of the first train introducing temporary single line working in the wrong line to stop and inform all Gatemen and Gangmen on the way about the introduction of temporary single line working. The line, on which the trains shall run, also be specified. The Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately."

15.(a) The speed of every first train running in the wrong line shall not exceed 25 kmph subject to other speed restrictions. The subsequent trains in the wrong line, which would be dispatched on line clear, may be permitted to run on sectional speed subject to other speed restrictions.

(b) The speed of every first train running in the right line shall not exceed 25 kmph subject to other speed restrictions. The trains which are following the first train in the right line on the aspects of the signals may be permitted to run at sectional speed, subject to other speed restrictions in force. However, the speed over facing points, if any, being restricted to 15 KMPH.

16. (a) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of the train running in the wrong line shall bring his train to a stand before the point opposite the Semi-Automatic/Manual Reception Stop Signal pertaining to the correct line or the Semi-Automatic/Manual Despatch Stop Signal pertaining to the wrong line on which he is running or any Shunt signal protecting the outermost Cross-over, whichever he comes across first, and sound one long whistle. The Station

Master after satisfying himself that all points have been correctly set and locked, shall arrange for a man in uniform, to pilot the train from this signal, who shall obey hand signals, if any, relayed from the station platform. Manual/Semi-Automatic signals, if any, shall, however, be passed on a written authority on the prescribed form T/510 to be issued by the Station Master.

(b) When approaching the next station nominated under S.R. 9.12/3, the Loco Pilot/Motorman of all the trains running in the right line shall be guided by the aspect of the Semi-Automatic/Manual Reception Stop Signal of the receiving station. In case the Semi-Automatic/Manual Reception Stop Signal is not in working condition then the Station Master will arrange to depute a railway servant in proper uniform and issue authority on Form No. T /369 (3b) for receiving the train, after ensuring that conditions for taking OFF Semi-Automatic/Manual Reception Stop Signal have been fulfilled.

17. Resumption of normal working.

(a) On receipt of written certificate from a responsible engineering official that the obstruction on affected line is removed and obstructed line is free for passage of trains, the Station Master will issue a message to the other station/s, as the case may be under exchange of private numbers and decide, in consultation with Section Controller the train after the passage of which the normal working has to be introduced.

From Station Master/X	To Station Master/Y
No. _____ Last Train (Number and description) _____ which left from your station at _____ hours arrived completely at my station at _____ Hrs _____ mins Cancel the present method of working of trains.	
Private Number (In figures) _____ (In words) _____	
From Station Master/Y	To Station Master/X
No. _____ Your No. _____ Understood, that Train No. _____ which left my station has arrived complete at your station at _____ Hours. Present system of train working is cancelled	
Private Number (In figures) _____ (In words) _____	

(b) An entry shall also be made in the Train Signal Register of all stations concerned showing the time at which double line working was suspended, single line working was suspended and the time at which normal working was resumed.

19. All the records in connection with the temporary single line working shall be retained at the station and the Transportation Inspector of the section must scrutinize them and submit his report to the Sr. Divisional Operations Manager / Divisional Operations Manager (in charge) within seven days of the resumption of normal working.

S.R. 9.12/4 Rules and Regulations for Single line sections in Automatic Block System when no means of communications are available in case of failure of Automatic signalling.

(A) In the event of failure of all automatic signals occurring in an area consisting of two or more stations worked under Automatic Block System in single line and when line clear cannot be taken by any of the following means, viz.

- (i) Track circuiting or Axle Counters;
- (ii) Station to station fixed telephones wherever available;
- (iii) Fixed telephone such as Railway Auto-phones & BSNL phones.
- (iv) Control Telephone;
- (v) VHF sets; (under special instructions, but not as the sole means of communication on section where passenger trains run).
- (vi) Fixed Telephone with CUG sim which have been provided to the station only for official use to the on-duty Station Master.

(B) The Station Master who has a train to despatch through the affected section shall open communications by establishing contact with the Station Master of the block station at the other end of the affected section by sending an engine or self-propelled vehicle or any other vehicle, enumerated below, in the order of preference laid down: —

- (a) Light engine;
- (b) Train engine, after it is detached from the train by the Loco Pilot on instructions from the Station Master on duty;
- (c) Motor Trolley/Tower Wagon/Trolley/Cycle Trolley/Moped Trolley duly accompanied by a Train Manager or by a Station Master other than the Station Master on duty;
- (d) Diesel car/Rail Motor Car/EMU Rake after ensuring that all passengers have detrained.

(C) Before the Light Engine/Train Engine/Motor Trolley/Tower Wagon/ Trolley/ Cycle Trolley/Moped Trolley/Diesel Car/Rail Motor Car/EMU Rake is sent into the affected section to open communications, the Loco Pilot/Motorman/ Train Manager/Station Master being sent to do so shall be advised by the Station Master on duty of the circumstances in which and the purpose for which he is being sent. The Station Master on duty shall also satisfy himself that the Loco Pilot/Motorman/Train Manager/Station Master being sent to open communications thoroughly understands the rules for working of trains during total failure of communications on the single line. If the Loco Pilot/Motorman/ Train Manager/ Station Master who is being sent to open communications, is not conversant with the Rules for working of trains during total failure of communications on single line, the Station Master on duty shall explain these rules to such staff. The Station Master on duty shall also obtain the signature of the Loco Pilot/Motorman/ Train Manager/Station Master on Form No. T/B 602 'Authority for opening communication during total interruption of communication on single line section', in token of such staff having fully understood the circumstances in which and the purposes for which he is being sent and the Rules for Working of Trains during total failure of communications on single line. The Authority T/A 912 to pass Automatic signals in 'ON' position shall also be given to the LP and Train Manager.

(D) (i) Before despatching the Light Engine/Train Engine / Motor Trolley / Tower Wagon/ Trolley/ Cycle Trolley/ Moped Trolley/ Diesel Car/ Rail Motor Car/ EMU Rake, the Station Master on duty shall hand over Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position and form no. T/B 602 an 'Authority for opening of communication during total interruption of communication on single line section' to the Loco Pilot / Motorman / Train Manager/Station Master who is being sent to open communications, which includes:

(a) An 'Authority to Proceed Without Line Clear'.

(b) A Caution Order, specifying the speed up to which the engine or self-propelled vehicle or other vehicle referred to in para (B) above may run through the affected section.

(c) A Line Clear Enquiry Message addressed to the Station Master of the block station at the other end of the affected section asking for Line Clear for the train waiting to be despatched to his station.

(d) A Conditional Line Clear Message to the Station Master of the block station at the other end of the affected section permitting him –

(1) To return the Light Engine/Train Engine, either light or attached to a train waiting to be despatched from his station, or attached with another engine; or

(2) To return Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake running by itself; or

(3) To return Motor Trolley/ Trolley/ Cycle Trolley/ Moped Trolley either running by itself or loaded in a train waiting to be despatched from his station.

(ii) The Loco Pilot/ Motorman/ Train Manager/ Station Master going to open communications shall, on receipt of form no. T/B 602 'Authority for opening communication during total interruption of communication on single line section and Authority T/A 912 to pass station dispatch stop signals as well as intervening Automatic/ Semi-Automatic/ Manual/ Gate stop signals in 'ON' position shall sign on its original and carbon copy in token of his having understood its contents.

(iii) In case a light engine or an engine and brake van is to be despatched to proceed to the next block station and then continue its journey onward after arrival at the next block station and is not meant for opening communications, the Loco Pilot/ Motorman of engine or the engine and brake van, shall be given the 'Authority for opening communication during total interruption of communication on single line section' and the items 'Line Clear Enquiry Message and Conditional Line Clear Message' for its return journey mentioned in para (i) (c) & (d) above, shall be struck out in form. Such engines or engine and brake van shall be issued only the 'Authority to Proceed Without Line Clear' and Caution Order referred to in para (i)(a) & (b) above where necessary. When it is necessary to despatch another light engine or another engine and brake van in the same direction, an interval of at least 30 minutes shall be allowed to elapse before it is despatched.

(iv) The Semi-Automatic/Manual Despatch Stop Signal shall not be taken 'OFF', while permitting an engine or self-propelled vehicle or other vehicle to proceed to the next station on 'Authority for opening communication during total interruption of communication on single line section'.

(E) After an engine or self-propelled vehicle or other vehicle is despatched to the next station to open communications with Line Clear Enquiry Message and a Conditional Line Clear Message to the next station for the return journey of the engine or self-propelled vehicle or other vehicle, no other train or engine or self-propelled vehicle or other vehicle shall be allowed to leave the station and proceed in the same direction until the engine or self-propelled vehicle or other vehicle sent to open communications returns.

(F) (i) The engine or self-propelled vehicle or other vehicle proceeding on 'Authority for opening communication during total interruption of communication on single line section' shall switch on the Flasher light, where provided and shall proceed at a speed not exceeding 15 kilometers per hour by day when the view is clear and 10 kilometers per hour during night or when the view is obstructed, making free use of engine whistle or horn of the self-propelled vehicle, where provided.

Normally one of these men will be provided by the Station Master from pointsman/ gateman and the other from the crew of the engine or the person whose Motor Trolley/Trolley/Cycle Trolley/Moped Trolley is being used. In case of single manned self-propelled vehicle, both these men shall be provided by the Station Master. The Station Master on Duty shall explain to both of them their duties, in the presence of the Loco Pilot/ Motorman/ Train Manager/ Station Master in charge of the self-propelled vehicle or other vehicle being sent to the next station and satisfy himself that they understand the same.

(ii) Both by day and night, a tunnel must not be entered until the Loco Pilot/Motorman/Train Manager/ Station Master has ascertained that it is clear. Should there be any doubt on this point, the engine or other vehicle etc. should be piloted by a railway servant equipped with hand signal and detonators. Before entering the tunnel the headlights, side and tail lights and other lights (where provided) shall also be lit.

(iii) No obstruction of the line beyond the outermost facing points shall be allowed until the return of the Engine/ Tower Wagon/ Diesel Car/Rail Motor Car/ EMU Rake/ Motor Trolley/ Trolley/ Cycle Trolley/Moped Trolley.

(G) In the event of an engine/self-propelled vehicle/other vehicle, proceeding on 'Authority for opening communication during total interruption of communication on single line section' meeting in the midsection, an engine/self-propelled vehicle/other vehicle sent from the other end, the Loco Pilots/Motormen/Train Managers/Station Masters, as the case may be, shall, taking into consideration the importance of the train for which they are proceeding to get Line Clear, the distance from the nearest station, gradients to be encountered, the presence of catch sidings etc., decide to which of the two stations, the engines/self-propelled vehicle/vehicles should proceed. Before proceeding, the engines or self-propelled vehicles shall, if possible, be coupled up. If the engines/self-propelled vehicles cannot be coupled up they should run at a safe speed and adequate distance apart. In the case of Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley, meeting an Engine and brake van/Diesel Car/Rail Motor Car/EMU Rake, the Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley shall, if possible, be loaded in the Brake Van/Diesel Car/ Rail Motor Car/EMU Rake.

(H) On sighting the station to which the engine/self-propelled vehicle/ other vehicle running by itself or with another similar unit coupled together or separately, to which it is/they are proceeding, the leading engine/self-propelled vehicle/other vehicle shall stop outside (i.e. In rear of) the Semi-Automatic/Manual Reception Stop Signal of the station. The engine or self-propelled vehicle or other vehicle following the leading engine/self-propelled vehicle/other vehicle, shall stop at a safe distance behind the leading engine/self-propelled vehicle/other vehicle. The Station Master shall be advised of the stoppage outside the Semi-Automatic/Manual Reception Stop Signal either by using the engine whistle/horn of the self-propelled vehicle, if provided, or by sending a man if necessary. They shall not enter the station till permitted by the Station Master to do so either by taking 'OFF' the relevant signals or otherwise.

(I) When the engine or engines/self-propelled vehicle or self-propelled vehicles/other vehicle or vehicles have been admitted into the Station, the 'Authority for opening communication during total interruption of communication on single line section' shall be delivered to the Station Master on duty, who shall keep this document in his safe custody and also post the Line Clear Enquiry Message and the Conditional Line Clear Message in his Line Clear Books. On the authority of the Conditional Line Clear Message for the return journey, the Station Master on duty shall make out a Conditional Line Clear Ticket on Form T/G 602(UP) or T/H 602(DOWN) as the case may be and hand over it to the Loco Pilot/Motorman/Train Manager/ Station Master to return to the block station from where he came with his engine either light or attached to a train or another engine or a self-propelled vehicle if one is waiting to proceed in that direction.

(J) In case of the engine or self-propelled vehicle or other vehicle returning to the station from which he was sent without reaching the next station, the 'Authority for opening communication during total interruption of communication on single line section' shall be taken back by the Station Master on duty of the station from which this was issued and cancelled. The original entries shall also be cancelled.

(K) Station Master on duty before despatching the engine either light or attached to a train/self-propelled vehicle/other vehicle, on the return journey shall hand over to the Loco Pilot/Motorman/ Train Manager/ Station Master, 'Conditional Line Clear Reply Message' on Form No. T/F 602 for the 'Line Clear Enquiry Message', giving Line Clear for the train waiting at the other station, thereby authorising the Station Master at that station to start the train waiting there on complete arrival of the engine, either light or attached to a train/self-propelled vehicle/other vehicle at his end. In addition the T/A 912, the Authority to pass Automatic signals in 'ON' position shall also be handed over to the loco pilot.

(L) The particulars of the engine either returning light or attached to a train or attached to another Engine/ Tower Wagon/Diesel Car/Rail Motor Car/EMU Rake/Motor Trolley or Trolley/ Cycle Trolley or Moped Trolley running by itself or loaded in a train as may be applicable shall be correctly filled in on Form No. T/F 602 'Conditional Line Clear Reply Message'.

(M) On the return journey, the engine either light or attached to a Train/ Diesel Car/Rail Motor Car/EMU Rake/Train loaded with Motor Trolley/Push Trolley/Cycle Trolley/Moped Trolley may run at sectional speed observing speed limits in the Working Time Table and other relevant rules. The Motor Trolley /Push

Trolley/Cycle Trolley/Moped Trolley returning by itself may run at their normal speed observing the rules governing their running on Line Clear.

(N) On reaching the station, the engine either light or attached to a train/self-propelled vehicle/other vehicle shall again stop outside (i.e. in rear of) the Semi-Automatic/Manual Reception Stop Signal of the station and thereafter be guided by the instructions from the Station Master, who may arrange to receive it by taking 'OFF' the relevant signals or otherwise.

(O) On arrival at the station the 'Conditional Line Clear Reply Message' shall be handed over to the Station Master who shall record it in the Line Clear Message Book and on its authority issue a Conditional Line Clear Ticket on Form No. T/G 602 or T/H 602 (as the case may be) for the waiting train.

(P) If there be an even flow of trains in both directions, Line Clear Enquiry Message on Form No. T/E 602 and Conditional Line Clear Messages for each succeeding train may be sent through the Train Manager of the preceding train.

(Q) The arrival and departure time of all trains, engines, Trolleys etc. which are passed under the above rules must be carefully recorded in the Line Clear Enquiry and Reply Books and also in the record copy of the 'Authority for opening communication during total interruption of communication on single line section' and in the Train Signal Register.

(R) If the Station Master at one end of the interrupted section has more than one train to despatch in the same direction before another train is normally expected from the opposite direction, he shall, in such cases, send the first available engine of a train to obtain 'Line Clear' not only for that train but also for the following trains which may be waiting or expected at his station. In the Line Clear Enquiry Message, it shall be stated that these latter trains will be despatched after the first train at intervals of 30 minutes. After the Loco Pilot returns with the Line Clear for the required number of trains to the station at which he had left the train, the Station Master shall despatch the first train on the authority of the Line Clear for the trains and shall also endorse on that Line Clear that a particular train (giving its number and description in full) shall follow at a specified interval. The Station Master shall give similar information to the Train Manager also in writing. The Loco Pilots of the second and subsequent following trains shall be given a caution order restricting the speed to 25 kilometers per hour over the straight when the view ahead is clear and to 10 kilometers per hour 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. When despatching a second and subsequent trains, the particulars of the last preceding train along with its time of departure will be endorsed on the Line Clear as also the particulars of the train that would follow. The Line Clear for the last train of the series should be endorsed with the particulars of the proceeding train together with its time of departure. While adopting this procedure, the Train Manager and the Loco Pilot should be instructed to keep a sharp look out and be prepared to stop short of any obstruction.

(S) When a train is stopped in the affected section the Train Manager shall immediately exhibit a hand danger signal towards the rear and checkup that the tailboard or the taillight is correctly exhibited. If the

stoppage is on account of accident, failure, obstructions or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Train Manager of the fact, where upon the Train Manager shall protect the train by placing one detonator at 250 meters from the train on the way out and 2 detonators, 10 meters apart, at 500 meters from the train, irrespective of the gauge. When a train is detained outside signals and if the detention exceeds or is likely to exceed 10 minutes it shall also be protected accordingly. In the absence of the Train Manager, the duty of protecting the train shall devolve on the Loco Pilot.

(T) When trains follow one another, no train shall be backed. In exceptional circumstances when it may be unavoidable to back a train, the train shall be backed only after providing protection by placing one detonator at 250 meters and 2 detonators, 10 meters apart, at 500 meters from the point up to which the train is to be backed.

(U) Trains must continue to work on this system until anyone of the means of communications, mentioned in rule (4)(A) of SR 9.12 is restored by the S&T officials .

(V) As soon as anyone of the means of communications has been restored, the Station Master must send a message to the Station Master at the other end of the section, on the Form No. T/I 602. On receipt of the above message, the Station Master at the other end of the section must acknowledge in the Form No. T/I 602.

(W) Normal working shall not be restored, until both the Station Masters are satisfied that all trains and engines, etc. despatched from their stations have arrived complete at the other station. Even if the communication is restored immediately after the departure of the light engine/self-propelled vehicle/any other vehicle referred to in Rule (A) above, sent under 'Authority for opening communication during total interruption of communication on single line section', normal working should not be resumed until the light engine/self-propelled vehicle/any other vehicle reaches the next station and both the Station Masters are satisfied under exchange of Private Numbers that no light engine/self-propelled vehicle/any other vehicle is on the section. Thereafter intimation about this shall be given to Section Controller also, on controlled sections, if communication with Section Controller has also got restored and normal working resumed. If, however, communication with Section Controller has not got restored along with restoration of communication between two stations, the Section Controller shall be advised of the position immediately on restoration of communication with him.

(X) On the section where total interruption of communications occurs, the Transportation Inspector of the section, must scrutinize the train passing records of the station and submit his report to the Senior Divisional Operations Manager/ Divisional Operations Manager (incharge) within seven days of the resumption of communication.

S.R. 9.12/5 Rules and Regulations for single line working on double line sections in Automatic Block System due to obstruction of one line when no means of communications are available in case of failure of automatic signalling.

The following rules must, in addition to the rules prescribed in SR 9.12 (4), be observed by the staff.

(A) Whenever an accident to a train or track or other obstruction, precludes the use of one line on a double line section during total interruption of communications, single line working shall be introduced only after a responsible official of the Engineering Department, not less than SSE/JE(P.Way) in rank, has certified that the other line on which single line working is to be introduced is free and safe for passage of trains. Such engineering official shall give the certificate only to the Station Master of the station at that end of the affected section for which the unobstructed line shall be the right line for despatching trains. On receipt of this certificate only the Station Master at the end of the affected station for which the unobstructed line shall be the right line for dispatching trains will follow the rules prescribed in SR 9.12(4) for opening of communications.

(B) Loco Pilots of trains, including light engines, shall be given a Caution Order on which, and shall be stated clearly.

- (i) The line on which the train is to run;
- (ii) Location where the obstruction exists;
- (iii) Any restriction of speed, which may be imposed by Way & Works Staff;
- (iv) An assurance to the effect that any trap points on the line in question have been spiked and clamped.

(C) All the cross over points, over which the train shall proceed, while temporary single line working is in force, shall be clamped and padlocked.

(D) In the case of a train proceeding on the right line:

- (i) The Semi-Automatic/Manual Despatch Stop Signal of the station in rear of the affected section may be passed in the 'ON' position in the prescribed form T/A 912 and hand signals shall also be shown at the foot of this signal.
- (ii) The approach Stop signals, if any, of the station in advance of the affected section, may be taken 'OFF'.

(E) In the case of a train proceeding in the wrong line:

- (i) The train shall be piloted out of the station on a written authority T/511 in addition to T/A 912 issued by the Station Master after all the facing points have been correctly set, clamped and pad locked and trailing points correctly set over which the train will pass.
- (ii) On reaching the next station, the Loco Pilot shall bring his train to a stop opposite the first Stop signal pertaining to the right line or at the last Stop signal pertaining to the wrong line (on which his train is running), whichever he comes across first.
- (iii) The Station Master of the station in advance shall depute a railway servant in uniform at the foot of the signal (whichever the train would encounter first) who shall stop the train on hand danger signal and thereafter pilot it into the station on a written authority T/ 510 issued by the Station Master.

(F) It will be the responsibility of the person in charge of the first engine or self-propelled vehicle or other vehicle, sent under 'Authority for Opening Communication during total interruption of communication on

single line section' to inform all the Gatemen and Gangmen en-route about the introduction of temporary single line working as also the line on which it is proposed to run the train. This information shall be conveyed through the Loco Pilot of a subsequent train also, if necessary.

(G) Resumption of normal working: —

(i) If after the introduction of single line working, communications are restored between two affected stations, the trains will continue to run under special rules until action is taken in accordance with the instructions contained in these rules for the cancellation of the procedure. Thereafter, trains will be run in accordance with the instructions for the movement of traffic during temporary introduction of single line working on double line.

(ii) If, however, before communications are restored, the other line is released for the passage of traffic, trains shall be worked, in accordance with the instructions for running of trains on double line section during total interruption of communications.

S.R. 9.12/6: Rules and Regulations for Single line sections in Automatic Block System when means of communications are available but direction of traffic cannot be established.

In such cases the procedure laid down under SR 9.12/2 (A) shall be followed.

**AUTHORITY FOR WORKING OF TRAINS
DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM**
(Loco Pilot / Train Manager / Station Master's Record)

Station _____

Date _____

Time: _____ hours _____ mins

To

The Motorman / Loco Pilot of Engine / Train / Unit No. _____ UP / DOWN.

AUTHORITY TO PROCEED

1. All signals between _____ station and _____ station have failed.
2. Line clear has been received from _____ station under his Private No. (in words) _____ (in figures) _____.
3. You are authorized to work your Engine / Train / Unit No. _____ up to the Semi-Automatic/ Manual Reception Stop Signal of _____ station and thereafter be guided by the aspect of the Semi-Automatic/ Manual Reception Stop Signal or the instructions from the Station Master of the _____ station.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

You are also authorized to pass

1. Departure signals and all intervening Automatic signals between _____ station and _____ station at „ON“
2. Starter / manually operated / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass level crossing gates only after ensuring that the gates are closed.
4. Here indicated distinguishing numbers of all signals to be thus passed _____

CAUTION ORDER

Your train is the First train to pass over the UP / DOWN line during prolonged failure of Automatic signaling from _____ station to _____ station. **Speed shall be restricted to 25 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions.**

Your train is NOT the First and is authorized to pass over the UP / DOWN line from _____ station to _____ station with the **Sectional speed** subject to **other speed restrictions.**

The speed over facing points, if any, being restricted to 15kmph.

*Strike out whichever is not applicable.

Signature and Stamp of Station Master

I have understood the contents of this authority

Signature of Train Manager _____

Date: _____ Time: _____ hours _____ mins

Signature of Loco Pilot _____

Date: _____ Time: _____ hours _____ mins

(Zone Name) RAILWAY

Form No. T/ B 912

**AUTHORITY FOR WORKING OF TRAINS DURING TOTAL INTERRUPTION OF
COMMUNICATION / OBSTRUCTION ON LINE IN AUTOMATIC BLOCK SYSTEM**
(Loco Pilot / Train Manager/ Station Master's Record)

Serial No. _____

Station _____

Time: _____ hours _____ mins

Date _____

To

The Motorman / Loco Pilot of Engine / Train / Unit No. _____ UP/ DOWN.

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without line clear from _____ station to _____ station on UP / DOWN* Line.
2. You shall bring your Engine / Train / Unit No. _____ to stand outside Semi - Automatic/ Manual Reception Stop Signal / Semi -Automatic/ Manual Despatch Stop Signal pertaining to wrong line* of _____ station and thereafter be guided by the instructions from the Station Master of _____ station.
3. Train No. _____ was the last train over the section. It left / arrived* here at _____ hours _____ mins.

CIRCUMSTANCES UNDER WHICH THIS AUTHORITY IS GIVEN

*(A) Failure of signals and communications.

*(B) Blocking of line / obstruction on line at km _____ between _____ station and _____ station and failure of means of communication.

*(C) _____ (any other)

*Strike out whichever is not applicable.

AUTHORITY TO PASS SIGNALS IN 'ON' POSITION

1. You are also authorized to pass Departure signals and all intervening Automatic signals between _____ station and _____ station at „ON“ on this authority.
2. In addition, you are also authorized to pass Starter / manually operated / Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
3. You shall cautiously pass the level crossing only after ensuring that the gates are locked.
4. Here indicate distinguishing numbers of all signals to be thus passed _____

CAUTION ORDER

You are permitted to run your Engine / Train / Unit No. from _____ station to _____ station with **speed not exceeding 15 kmph when the view is clear and 10 kmph when view ahead is impaired** subject to other speed restrictions. The speed over facing points, if any, being restricted to 15 kmph.
Trains starting on wrong line shall be piloted out of the station after all concerning points are correctly set and locked.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ minute

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minute

Loco Pilot proceeding on this authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

motorman / Loco Pilot proceeding on this authority must observe the following precautions

1. Speed must not exceed 15 kmph over the straight line 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 observance of speed restriction imposed and speed over facing points restricted to 15 kmph.
2. Both by day and by night, tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should there be any doubt on this point, the train should be piloted by a Railway Employee equipped with lighted hand signals and detonators.
3. A sharp look out must be kept at all times and Loco Pilot must be prepared to stop clear and short of any obstruction which may exist or crop up on the line. Engine whistle must be freely used.
4. When approaching the nominated station ahead, the Loco Pilot must bring his train engine to stand outside the Semi-Automatic/ Manual Reception Stop Signal pertaining to right line and outside the Semi-Automatic/ Manual Despatch Stop Signal pertaining to wrong line and sound one long whistle and act to the instructions of the Station Master.
5. The form should be handed over to the Station Master of the nominated station at the end of the authorized journey for record.

(Zone Name) RAILWAY

Form No. T/ E 912

Serial No. _____

AUTHORITY FOR TEMPORARY SINGLE LINE WORKING ON DOUBLE LINE AUTOMATIC BLOCK SYSTEM

(Loco Pilot / Train Manager/Station Master's Record)

 Station _____
 Date _____ Time: _____ hours _____ mins

 To _____
 The Motorman/ Loco Pilot of Engine / Train / Unit No. _____ UP / DOWN.
 The obstruction exists at km _____.

**LINE CLEAR TICKET

 Due to _____ single line working is introduced on _____ line between
 _____ and _____ stations.

 Line clear has been received from _____ station under his Private No. (in words) _____ (in
 figures) _____.

 You shall bring your Train/ Engine/ Unit No. _____ to stand outside first Stop Signal / Last
 Stop Signal pertaining to wrong line* of the station and thereafter be guided by the instructions from the Station
 Master of _____ station.

*AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON WRONG LINE WITH CAUTION ORDER

 On wrong line- When running in wrong line the train shall be piloted out of the station after all the concerning
 points have been correctly set and locked. The loco pilot/ motorman shall ascertain:

 (i) That points of outlying sidings, where provided, are correctly set and locked and/ or the level crossing gate
 No.s _____ are locked and;

 (ii) Hand signals are displayed by the railway servant in uniform at the points, level crossing gates before
 passing them. You shall cautiously pass the level crossing only after ensuring that the gates are locked.

Here indicate distinguishing Nos. of all Non-governing signals to be thus passed: _____

 *Your Train is First Train going on Wrong line to pass over the Temporary Single Line. Speed shall be
restricted to 25 kmph subject to observance of other speed restriction in force. Loco Pilot should switch
 "ON" the flasher light of the train engine and inform all Gatemen and Gangmen.

 *Your Train is NOT the First train on Wrong line to pass over the Temporary Single Line. Train is permitted to
 work at sectional speed, subject to other **speed restriction** in force.

Following are the additional Caution Orders in force in Block Section (For trains going in wrong line)

Sr No	Station between		Kilometer		Speed KMPH	Cause/ Remarks
	From	To	From	To		
1.						
2.						

*AUTHORITY TO PASS SIGNALS IN 'ON' POSITION ON RIGHT LINE WITH CAUTION ORDER

 * **First train on right line** - You are, hereby authorized to pass Departure signals and all intervening Automatic
 signals between _____ station and _____ station at „ON“ on this authority. In
 addition, you are also authorized to pass Semi-Automatic/ manually operated/ gate stop signals on being hand
 signalled past such signals by a railway servant in uniform from the foot of signal. You shall cautiously pass the
 level crossing only after ensuring that the gates are locked.

Speed shall be restricted to 25 kmph subject to observance of other speed restriction in force.

Here indicate distinguishing Nos of all signals to be thus passed: _____

 * **Subsequent trains following First train on right line** - You are, hereby authorized to pass Departure
 signals No. _____ of _____ station at „ON“ on this authority and thereafter be guided by the aspect of the
 intervening signals.

Train is permitted to work at sectional speed, subject to other speed restriction in force.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date _____ Time _____ Hours _____ minute

Signature of Loco Pilot _____ Date _____ Time _____ Hours _____ minute

* Strike out whichever is not applicable. **Strike out whenever is not applicable

IMPORTANT INSTRUCTIONS

Motorman / Loco Pilot proceeding on this authority must observe the following precautions

1. You are expressly warned to observe "Neutral section" (only in Electrified section) if your Train is going on wrong line. There are no Trap Points on the line in question/ Trap points have been clamped/ spiked.
2. The instruction that Automatic signals in the wrong line should be considered as out of use even though they may be showing „Proceed" or „Caution" aspect
3. The speed over facing points shall be restricted to 15 kmph.
4. Loco Pilot should switch "ON" the flasher light of the train engine while running on the wrong line on proper authority to proceed. In case, the train engine running on the wrong line without switching on the flasher light is noticed by the station staff, Gatemen and Gangmen they shall stop the train immediately."
5. Line clear ticket to be striked out in case of subsequent trains following the first train on the right line.

(Zone Name) RAILWAY

Form No. T/ A 912

Sr. No. _____

**AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUALLY
OPERATED/GATE STOP SIGNALS**

(Loco Pilot / Train Manager/Station Master's Record)

Station _____

Date _____

Time: _____ hours _____ mins

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all/or _____ no. Automatic signal/s between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic/manually operated/ gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed at the foot of signal except as provided for in clause "b".

(b) When running in wrong line (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are locked and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed _____

c) Your Train is going to pass signal/s at ON, **Speed shall be restricted to 25 kmph, 10 kmph** when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force. Speed over facing points restricted to **15 kmph**

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____

Date _____ Time _____ Hours _____ minute

Signature of Loco Pilot _____

Date _____ Time _____ Hours _____ minute

(Zone Name) RAILWAY	Form No. T/ C 912
	Sr. No. _____
AUTHORITY TO PROCEED FOR RELIEF ENGINE/TRAIN INTO AN AUTOMATIC BLOCK SIGNALLING SECTION	
(Loco Pilot/ Train manager/ Station Master's Record)	
Station _____	Time: _____ hours _____ mins
Date _____	
To _____ UP/ DOWN.	
The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____	
<u>Authority to proceed into obstructed block section</u>	
You are hereby authorized to proceed cautiously without line clear from station to up to Km..... with your Relief Engine/Train on UP/DOWN Line. You shall bring your Relief Engine/Train to a stand at Km..... and thereafter be guided by the instructions from the Competent Authority	
This order is given due to obstruction on UP/DOWN line at Km..... But communication is available between..... station and..... station. Train no..... was the last train over the section. It left/arrived* here at hours min.	
* Strike out whichever is not applicable.	
<u>CAUTION ORDER</u>	
You are permitted to run your Relief Engine Train from station to km with the speed not exceeding 15 kmph over the straight with clear view and 10 kmph when view ahead is impaired due to tunnel, curve, obstruction, rain, fog or any other cause.	
_____ Signature and Stamp of Station Master	
I have understood the contents of this authority.	
Signature of Train Manager _____	Date _____ Time _____ Hours _____ minute
Signature of Loco Pilot _____	Date _____ Time _____ Hours _____ minute

(Zone Name) RAILWAY

Form No. T/ 369(3b)

Sr. No. _____

AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION

(Loco Pilot/ Train manager/ Record)

Station _____

Date _____

Time: _____ hours _____ mins

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

Description and No. of Signals. _____ AT
STATION is/are out of order.

You are hereby authorized to pass the defective Outer/Home/Inner Home/Routing/ Starter/Intermediate Starter/ Advanced Starter/IBS signal / Manual stop signals in Automatic Block System/ Semi-Automatic Signal (working as a Manual stop signal) in Automatic Block System at "ON" position at a **speed not exceeding 15 kmph.**

*The train will be admitted on line No. _____ (in words), and
(figures) _____. In case of Routing/Inner Home/Home/Semi-Automatic Signal is defective.

*In case of failure of Advanced Starter Signal/Last Stop Signal in Double Line Absolute Block System Line clear has been obtained on Electrical Communication Instrument from
_____ station.

Private No. received (In figures) _____ (in words) _____

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____

Date _____ Time _____ Hours _____ minute

Signature of Loco Pilot _____

Date _____ Time _____ Hours _____ minute

*Strike out whichever is not applicable.

IMPORTANT INSTRUCTIONS

1. For approach signal Loco Pilot is authorized to pass the defective signal at ON on the Authority delivered through competent railway servant at the foot of the Defective signal.
2. For Starter Signal, The Loco Pilot to pass such signal on the Authority handed over at the station and in addition thereto, a competent railway servant shall show hand signals to departing train in accordance with the instructions of Station Master
3. In case of defective Advanced Starter Signal, hand signals may be dispensed with and Loco Pilot to pass such signal by a written authority handed over at the station. Except in case of an Advanced Starter Signal protects any points, hand signals shall not be dispensed with.

UP/ DOWN

(Zone Name) RAILWAY

Form No. T/ B 602

Sr.No

AUTHORITY FOR OPENING COMMUNICATION DURING TOTAL INTERRUPTION OF COMMUNICATION ON SINGLE LINE SECTION

Station

(Loco Pilot/ Train manager/Record)

To: Loco Pilot/Motorman of Engine/ Self propelled Vehicle

Date: 20

AUTHORITY TO PROCEED WITHOUT LINE CLEAR

1. You are hereby authorised to proceed cautiously without Line clear from station _____ to station _____ with your Engine/ Self-propelled Vehicle.
2. You shall bring your Engine/ Vehicle to a stand outside the first stop signal of the next block station thereafter be guided by the instructions from the Station Master of that Station.
3. Train No. _____ was the Last Train over the section. It left/ arrived* here at _____ hours _____ minutes.
4. This authority is given due to:
 - (a) Total interruption of communication with Station _____ from _____ Hours of Date 20 _____
 - (b) _____

*** AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

You are authorised to pass the Signal/s No.& description _____ in „ON“ position, **speed NOT exceeding 15 kmph** observing hand signals at the foot of the signal post/s, if it protects points.

***Strike out for Automatic Block Signaling**

CAUTION ORDER

1. You are permitted to run your Engine/ Self propelled Vehicle between Station _____ To _____ station _____ with **the speed of 15 kmph in day and when view ahead is clear and 10 kmph in night or when view ahead is not clear.**
2. You are expressly warned to observe every caution while approaching level crossing gate/ s situated between block section and whistle frequently.
3. In addition following caution orders are in force in block section:

Sr No	Station between		Kilometer		Speed kmph	Cause/ Remarks
	From	To	From	To		
1.						
2.						
3.						
4.						

LINE CLEAR ENQUIRY MESSAGE

To The Station Master

Message No.....

On return of..... will line be clear and kept clear for train no..... waiting to proceed?

CONDITIONAL LINE CLEAR MESSAGE

To,

The Station Master

Message No

On arrival of _____ at yours, line will be clear and kept clear for _____ Train Engine to return with/ without attached to a Train or Another Engine or Self Propelled Vehicle/ Trolley etc.(Complete particulars.)

Private Number (in words) _____ (in figures) _____

I have understood the contents of this. _____

Signature of Loco Pilot

Signature of Guard

Signature & stamp of Station Master
Time _____ Hours. _____ Minutes

Instructions: 1. Strike out whichever is not applicable.

2. Loco Pilot proceeding on this Authority must observe instructions mentioned at the back of this form.

IMPORTANT INSTRUCTIONS

Loco Pilot proceeding on this authority must observe the following instructions.

- (1) **Speed must not exceed**
- | | |
|--|--------------------|
| (a) Day | Single Line |
| (b) Night or when view is obstructed. | 15 KMPH |
| (c) In thick, foggy or tempestuous | 10 KMPH |
- Walking pace Preceded weather or dust storm.
by two men on foot with Red light and Fog Signals
- (2) Both by day and night, a Tunnel must not be entered until the Loco Pilot has ascertained that it is clear. Should, there be any doubt on this point, the train should be piloted by a Railway Employee equipped with Hand Signals and Detonators.
- (3) During night if engine is not fitted with the Electric Head Light or if Electric Head Light is not in working order the Train or the Light Engine 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 precautions must be taken in case of self-propelled vehicle/ other vehicle also.
- (4) A sharp look out must be kept at all times and the Loco Pilot must be prepared to Stop clear and short of any obstruction which may exist or crop up on the road.
- (5) When approaching the station ahead, Loco Pilot must Stop his train engine/ light engine/ trolley/ tower wagon/ diesel rail car/ self-propelled vehicle/ other vehicle outside First Stop Signal and sound whistle continuously or by sounding the horn of self propelled vehicle, if provided, as per special instructions. If no one turns up from the station within 10 minutes, Assistant Loco Pilot/ Station Master/ Guard shall be immediately sent to the station to inform Station Master of the arrival of the train/ light engine/ self propelled vehicle/ other vehicle or make contact with Station Master through Signal Post Telephone, if provided or by other means of communications if provided.

(Zone Name) RAILWAY

Form No. T/510

AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALLED LINE

Sr. No. _____

(Record/Loco Pilot)

Station _____

Date _____

Date: _____ 20 _____

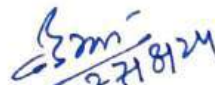
To. _____

The Loco Pilot/Motorman of Train No. _____ Description _____ Up/Down.

You are authorised to enter cautiously **not exceeding 15 kmph** speed being piloted by the bearer of this Authority and you should bring your train to a stand at the facing points leading to Line No. (in words) _____ (in figures) _____, until Hand Signalled forward as you are being received on a non signalled line.

Signature and Stamp of Station Master

Signature of Loco Pilot/ Motorman _____ Date _____ Time _____ Hours _____ Minute _____


Deepak Kumar Jha

(Principal Chief Operations Manager)

South Eastern Railway

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME
-Adra, CKP,KGP and RNC &ZRTI (Sini) for information and necessary action please.

Addendum and Corrigendum slip no.12 of G & SR (South Eastern Railway)

The following modifications / additions have been made in G & SR (South Eastern Railway) for implementation with immediate effect.

1. In commensuration with the issuance of USR 9.12 by Railway Board, the following line of existing SR 9.14.01 paragraph (a) **"The authority to pass the Stop Signal governing the approach of a train to a station will be T/A 912 [instead of T/369 (3b)]."** will be replaced by the following.

"The authority to pass the Stop Signal governing the approach of a train to a station will be T/369 (3b) [instead of T/A 912]."

2. Commensurating with the issuance of USR 9.12 by Railway Board, the following line of existing SR 5.10.01 **"The train shall be piloted in accordance with the procedure detailed in SR. 3.69.03/04 except than in lieu of form T/369 (3b), T/509 shall be used.** will be replaced by the following.

SR 5.10.01- The train shall be piloted in accordance with the procedure detailed in SR. 3.69.03/04 except in lieu of form T/369 (3b), T/510 shall be used.

1. A new Subsidiary Rule has been introduced as SR 4.25.06 to General Rule 4.25 as mentioned below.

SR 4.25.06 - "No separate road learning is required for Train managers, who are already having learning in the same section, in case of existing section being added with 2 nd /3 rd /4 th line and existing signalling system being upgraded to Automatic one."



Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME -Adra, CKP,KGP and RNC for information and necessary action please.

Addendum and Corrigendum slip no.13 of G & SR (South Eastern Railway)


A new Subsidiary Rule is hereby introduced as SR. 4.42.02 (e) to General Rule 4.42 for Exchange of Alright signals (ARS) between Loco Pilot, Guard and station staff, as mentioned below.

SR. 4.42.02 (e). (i) On the basis of the recommendations of DRMs, exchanging of alright signals has been exempted at the following stations either for big yard or for any obstruction due to passage/stabling of trains or owing to frequent shunting movements at the yard.

Sl. No.	Name of the station	Exemption
ADRA		
1	ANR	Exchange of alright signals from both sides.
2	BJE	
CKP		
1	TATA	Exchange of alright signals from the opposite side of station building.
2	CKP	Exchange of alright signals from the opposite side of station building.
3	ROU	Exchange of alright signals from the opposite side of station building.
4	JSG (PASS)	Exchange of alright signals from the opposite side of station building.
5	JSG (GOODS)	Exchange of alright signals from the opposite side of station building.
6	DPS	Exchange of alright signals from the opposite side of station building.
KGP		
1	TPKR	Exchange of alright signals with the Loco Pilot & Train Manager of 'UP' direction trains
2	PDPK	Exchange of alright signals from both sides.
3	SRC	
4	KGP	
5	NMP Through Yard	
6	NMP Reception Yard	
7	NMP Hump Yd	
8	NMP Dept Yard	
9	CKU	Exchange of alright signals from station building side.
RNC		
3	HTE, RNC & MURI	Exchange of alright signals from the opposite side

(ii) At stations (the list of such stations appended below) where cabins or manned Traffic gates are situated at the opposite side of station buildings, the official-in-charge of the cabin or the gateman, as the case may be, shall be authorized to exchange alright signals at opposite side of station building.

RNC		
1	PIS,TGB,HRBR,GRE,LOM,KRRA,TIS,GAG,THO,JAA,ILO,TRAN,SSIA,TUL,LTMD,GDBR & MCZ	Due to the location of manned LC gates goomty at the opposite side of the stations building, Alright Signals shall be exchanged from the opposite side by the Gatekeepers at LC gates
2	KNRN,TATI & PBB	Due to the location of End cabins at the opposite side of the stations building, Alright Signals shall be exchanged from the opposite side by the Cabin Masters/ SMs on duty at End cabins.


27/9/24

Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME-ADRA, CKP,KGP and RNC for information and necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 27.09.2024

Addendum and Corrigendum slip no.14 of G & SR (South Eastern Railway)

Consequent upon the issuance of USR to GR 9.12 , the following modifications in SR have been approved.

1. SR 3.70.01 currently states " At a station when the Starter Signal has become defective the Station Master shall issue a written authority in form T/369 (3b)/(in auto section T/A 912)". The phrase '(in auto section T/A 912)' shall be deleted and the said line should be read as :

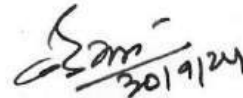
" At a station when the Starter Signal has become defective the Station Master shall issue a written authority in form T/369 (3b)"to the Loco Pilot to pass defective Starter and"

2. In SR. 9.12.09, the last line "the authority to proceed should be T/A 912 & T/511 in refrence...."shall be replaced by the following line.

SR. 9.12.09. "the authority to proceed should be T/369 (3b) & T/511 in refrence...."

3. In SR 9.14.01 paragraph (b), The following line -"The Station Master shall hand over to the Loco Pilot a written authority on the prescribed format T/A -912 ; authorizing him to pass such signal at 'ON' or when defective..." shall now be replaced by the line mentioned below.

SR. 9.14.01 paragraph (b) : "The Station Master shall hand over to the Loco Pilot a written authority on the prescribed format T/369 (3b); authorizing him to pass such signal at 'ON' or when defective..."



Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra, CKP,KGP and RNC for information and necessary action please.

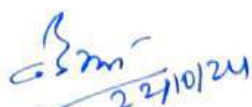
No. OPS/50/G&SR/A&C/Pt.VI dated 30.09.2024

South Eastern Railway

Addendum and Corrigendum slip no. 15 of G & SR (South Eastern Railway)

The following modifications/additions/deletions have been made in SR 16.03.03 (b) {(i),(ii),(iii)&(iv)} under GR 16.03 in G & SR (South Eastern Railway) for implementation with immediate effect.

<u>Existing SR</u>	<u>Revised SR</u>
<u>SR 16.03.03 (b) (i) (full para)</u> (In the case of level crossingsPrivate Number to the Station Master/Switchman/Cabin man.)	<u>To be deleted (full para)</u> Delete full para: (In the case of level crossings.....Private Number to the Station Master/Switchman/Cabin man.)
<u>SR 16.03.03 (b) (ii)</u> In 1 st para of SR 16.03.03 (b) (ii) it is mentioned that, "For mid-section level crossings, the Station Master/SWM/Cabin man of the Station where telephone connection is provided will inform the gateman supported by a private number about the expected time of departure of UP/DN train from the stations on either side of the Block Section. Before taking 'Off' last stop signal, the SM/SWM/Cabin man shall ensure from the gateman that the gate is closed and shall obtain a private number as assurance. On getting this assurance, the SM/SWM/Cabin man will then take 'Off' the last stop signal."	<u>To be read as SR 16.03.03 (b)(i)</u> In 1 st para of SR 16.03.03 (b) (i) it is to be read as, "For block section level crossings, the Station Master/SWM/Cabin man of the Station where telephone connection is provided will inform the gateman under exchange of private numbers about the expected time of departure of UP/DN train from the stations on either side of the Block Section. Before taking 'Off' last stop signal, the SM/SWM/Cabin man shall ensure from the gateman that the gate is closed and shall again exchange private numbers as assurance. On getting this assurance, the SM/SWM/Cabin man will then take 'Off' the last stop signal."
<u>SR 16.03.03 (b) (iii)</u>	<u>To be read as SR 16.03.03 (b)(ii)</u>
<u>SR 16.03.03 (b) (iv)</u>	<u>To be read as SR 16.03.03(b)(iii)</u>


22/10/24

Deepak Kumar Jha

(Principal Chief Operations Manager)

No. OPS/50/G & SR/ A & C/Pt. VI

Date: 22.10.2024

Copy to:

- 1) Director/Safety/Railway Board for information please.
- 2) DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE (OP), DEE (OP) & Sr. DME/DME-ADRA, CKP, KGP and RNC for information and necessary action please.

Addendum and Corrigendum slip no.16 of G & SR (South Eastern Railway)

On the basis of the recommendation of DRM / RNC division, exchange of alright signals has been exempted at HTE, RNC & MURI stations. Accordingly, the following correction to be done in the exemption particulars of Ranchi division in paragraph (i) of SR 4.42.02 (e) pertaining to GR 4.42.

RNC		
S. No.	Name of the station(s)	Exemption
1	HTE	Exchange of alright signals from both sides.
2	RNC	
3	MURI	


29/10/24

Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN,
Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra, CKP,KGP and RNC for information and
necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 29.10.2024

Addendum and Corrigendum slip no.17 of G & SR (South Eastern Railway)

1. The following modification has been made in **SR 16.03.03 (b) (i)** related to working of manned level crossing gates in block section, non-interlocked, provided with telephone, with normal position '**Open to Road Traffic**'.

SR 16.03.03 (b) (i) : The paragraph "On single line sections, gateman shall open the level crossing gate after complete passage of train from gate by ensuring the train with tail board tail lamp\LVI." Shall be replaced by the following paragraph.

"The gateman shall open the level crossing gate after complete passage of train from gate by ensuring the train with tail board/tail lamp/LVI on both single line and double line in the block section. In addition, the gateman, before opening the gate, shall make sure that SM has not advised the gateman to keep the gate closed for any other train from the same direction or from the other direction under the exchange of private number."

2. The following modification has been made in **SR 16.03.03 (b) (ii) para (b)** related to working of manned level crossing gates in block section, non-interlocked, provided with telephone, with normal position '**Closed to Road Traffic**'.

SR 16.03.03 (b) (ii)para (b): The paragraph "On single line sections, if the gate is required to be opened to pass the road traffic, the gateman shall exchange private number with the SM and confirm that the train has passed completely from his gate, thereafter; the SM may allow the gateman to open the gate" shall be replaced by the following paragraph.

"If the gate is required to be opened to pass the road traffic, the gateman shall exchange private number with the SM and confirm that the train has passed completely from his gate by ensuring the train with tail board/tail lamp/LVI. The Station master shall ensure that there is no other train from the same direction or from the other direction before he exchanges private number with gateman to open the gate."

3. The following modification has been made in **SR16.03.03 (b) (ii) para (e)** related to working of manned level crossing gates in block section, non-interlocked, provided with telephone, with normal position '**Closed to Road Traffic**'

SR16.03.03 (b) (ii) para (e) : The paragraph "Before any train is allowed to enter the block section again the Station Master/Switchman/Cabin man must ensure that the private number from the Gateman has been received in token of his having closed the gate." Shall be replaced by the following paragraph.

"Before any train is allowed to enter the block section the Station Master must ensure that the private number has not been exchanged with the gateman to open the gate."

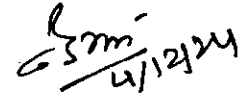
4. In hindi version of G & SR (SER) , SR16.03.03 (b) (ii) para (e): The paragraph "ब्लॉक खंड के फाट से किसी ट्रेन के गुजरने के पहले स्टेशन मास्टर/स्विचमैन/कैबिनमैन अवश्य ही गुप्त नंबर के आदान प्रदान द्वारा गेट मैन से फाटक बंद होने की पुष्टि प्राप्त कर लेंगे" Shall be replaced by the following paragraph.

किसी भी ट्रेन को ब्लॉक सेक्शन में प्रवेश करने की अनुमति देने से पहले स्टेशन मास्टर को यह सुनिश्चित करना होगा कि गेट खोलने के लिए गेटमैन के साथ निजी नंबर का आदान-प्रदान नहीं किया गया है।

5. SR 16.04.01(b): The paragraph "if the train is found passing "Normal" the gateman must exchange "All right signal" with guard and the guard shall in turn exchange of "All right signal" with Loco Pilot/Asstt.Loco pilot after passing of train at all manned crossing gates." Shall be deleted and SR. 16.04.01 (a) shall be read as SR 16.04.01.

6. SR 16.04.01: The note "The end cabins that are now (c/slip 117 added)" shall be replaced by the following lines.

Note: The end cabins that are now used for controlling the Traffic L C Gate only, the gateman/staff will follow the same procedure as detailed above. (c/slip117added)



Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please
DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE (OP)/DEE(OP)
& Sr. DME/DME - Adra, CKP, KGP and RNC for information and necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 04.12.2024

Addendum and Corrigendum slip no.18 of G & SR (South Eastern Railway)

With reference to the Notification published in the Gazette of India vide G.S.R. 01(E) dated 31.12.2024, the following amendments shall come into force.

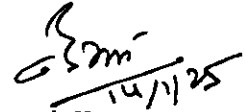
In exercise of the powers conferred by clause (g) of sub-section (2) of section 60, read with section 198 and clause (a) of sub-section (2) of section 200 of the Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Indian Railways (Open Lines) General Rules, 1976, namely:-

1. Short title and commencement. – (1) These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2024.

(2) They shall come into force from the date of their publication in the Official Gazette.

2. In the Indian Railways (Open Lines) General Rules, 1976, in rule 1.02, the following clause shall be inserted as item 28A :-

‘Indian Railway Automatic Train Protection System (IR-ATP) (Kavach), means a radio communication based control system, provided as an additional aid to Loco Pilots of functional Kavach fitted locomotives, in Kavach territory, the use of which shall in no way infringe or override the provisions (codes and manuals) of regular train operation required to be followed by Loco Pilot;’.



Deepak Kumar Jha
(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN,
Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra, CKP,KGP and RNC for information and
necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 14.01.2025

Addendum and Corrigendum slip no.19 of G & SR (South Eastern Railway)

With reference to the Notifications published in the Gazette of India vide G.S.R. 778(E) dated 23.12.2024 and G.S.R. 21(E) dated 07.01.2025, the following amendments shall come into force.

1. In Sub-rule (7) of Rule 3.07, the following shall be inserted.

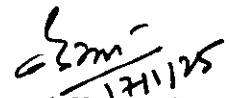
Provided that, a colour light Distant signal may be permitted to be combined with the last Stop signal of a station in rear or with an Intermediate Block Signal or with a Stop signal protecting a level crossing with arrangements as above, by the Sanctioning Authority (in case of item (a) below - Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b) , (c) and (d) below-General Manager of the concerned Railway) for the purpose of-

- (a) Interlocking of level crossing outside station limits;
- (b) Double Distant signaling along with corresponding changes at adjacent stations without yard remodeling;
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodeling ; and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodeling."

2. In Rule 3.26, the following shall be inserted.

Provided that fixed signals can be brought into use if they have been passed by the sanctioning Authority (in case of item (a) below-Principal Chief Signal and Telecom Engineer of the concerned Zonal Railway, and in case of item (b), (c) and (d) below-General Manager of the concerned Railway) as being sufficient to secure the safe working of trains, for the purpose of-

- (a) Interlocking of level crossings outside station limits;
- (b) Double Distant signaling along with corresponding changes at adjacent stations without yard remodeling;
- (c) Intermediate Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodeling; and
- (d) Automatic Block signaling except in section with Slip siding and Catch siding, along with corresponding changes at adjacent stations without yard remodeling.

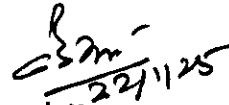

Deepak Kumar Jha
(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please
DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra,
CKP,KGP and RNC for information and necessary action please.
No. OPS/50/G&SR/A&C/Pt.VI dated 16.01.2025

Addendum and Corrigendum slip no. 20 of G & SR (South Eastern Railway)

With regard to the letter (No.2024/TT-IV/12/10) issued by Railway Board on 16.08.2024, Unified Subsidiary Rules in lieu of existing Subsidiary Rules for General Rules 9.12 has already been modified.

Now, vide Railway Board's letter no. 2024/TT-IV/12/10 Pt.1 dated 17.01.2025, the format of Form No. T/A 912 has been modified (copy enclosed). Necessary corrections may be made accordingly.


22/1/25

(Deepak Kumar Jha)
Principal Chief Operations Manager
South Eastern Railway

Copy to: Director/Safety/Railway Board for information please

DRMs, Sr.DOM/DOM, Sr.DSO/DSO, Sr.DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP), DEE(OP)
& Sr.DME/DME- Adra, CKP, KGP and RNC & Principal/ZRTI (Sini) for information and
necessary action please.

No. OPS/50/G & SR/A & C/Pt. VI dated 22.01.2025

(Zone Name) RAILWAY

Form No. T/ A 912**

Sr. No. _____

**AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL
STOP SIGNAL/GATE STOP SIGNALS**

(Loco Pilot / Train Manager / Station Master's Record)

Station _____

Time: _____ hours _____ mins

Date _____

To _____

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. _____ UP/ DOWN.

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between _____ station and _____ station. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain those points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. _____ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed _____

CAUTION ORDER

Your Train is going to pass signal/s at ON, **speed shall be restricted to 25 kmph when view is clear 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 subject to observance of other speed restriction in force.**

The speed over facing points, if any, being restricted to 15 kmph.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager _____ Date: _____ Time _____ Hours _____ min

Signature of Loco Pilot / Motorman _____ Date: _____ Time _____ Hours _____ min

****T/A 912 shall always be issued along with one of these forms - T/B 602, T-511, T/F 602 or as prescribed in the SR of the Zonal Railway.**

Addendum and Corrigendum slip no. 21 of G & SR (South Eastern Railway)

Gazette Notification regarding amendment in Rule 1.02 of Indian Railways (Open Lines) General Rules, 1976 was brought out in Gazette of India vide G.S.R.01(E) dated 01.01.2025. Subsequently, Addendum & Corrigendum Slip no. 18 of General and Subsidiary Rules (South Eastern Railway) was issued on 14.01.2025.

Following the publication of Gazette Notification vide G.S.R.01(E) dated 01.01.2025, Unified Subsidiary Rules for IR-ATP (Kavach) have been framed for incorporation in respective Subsidiary Rules vide Railway Board's letter no. 2022/Safety (A&R)/19/05 dated 20.01.2025. The following Unified Subsidiary Rules shall be inserted as new Subsidiary Rules with regard to the concerned General Rules as mentioned.

1.USR 3.26 (1) under GR 3.26: (Commissioning of fixed signals) --

In IR –ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/ modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on – board signal and its aspect on the DMI (Driver Machine Interface) display in IR – ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter.

2.USR 4.08 (1) (C) (i) under GR 4.08 (1) (C) : (Limits of Speed Generally) --

In IR –ATP fitted loco, 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.

However, in IR – ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when Speedometer of Loco is defective, need not be followed in case Loco is provided with IR –ATP (Kavach) and the speedometer in DMI (Driver Machine Interface) in the respective Cab is working.

3.USR 4.32 (1) under GR 4.32: (Precaution before starting a train – Examination by Loco Pilot) --

Before commencement of journey in IR –ATP (Kavach) territory, the Loco shall boot up on – board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR –ATP on - board Loco Kavach will be effective only after passing first Kavach fitted signal in "OFF" condition.

4.USR 6.01(1) under GR 6.01 (Accident or Obstruction) --

When report of any accident or obstruction is received by the Station Master in IR _ ATP (Kavach) territory, the Station Master shall operate SOS in Station Master Operational Panel cum Indication Panel (SMOCIP) to prevent other functional IR – ATP (Kavach) trains entering the affected section.

5. USR 6.07 (1) under GR 6.07: (Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator) --

- a) In IR –ATP (Kavach) territory with Kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR –ATP (Kavach) trains from approaching the location
- b) In IR – ATP (Kavach) territory with Kavach functional Loco , in the event of "Unusual Stop" in the block section , the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity.

6. USR 4.08.(1)(a)(i) under GR 4.08.(1)(a) (Limits of Speed Generally) –

In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140Kmph, subject to other speed restrictions.

CSM
31/1/25

Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

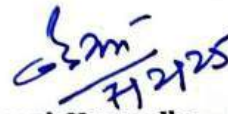
DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN,
Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra, CKP, KGP and RNC for information and
necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 29.01.2025

Addendum and Corrigendum slip no. 22 of G & SR (South Eastern Railway)

The following paragraph shall be inserted as new Subsidiary Rule under paragraph 1 of GR 5.13 (Control of Shunting).

SR 5.13(1).01: "It is being directed that Hand Signal Flag / Lamp should be used during shunting operations. Walkie talkie sets should be used only as an additional aid in exceptional condition when Hand Signal Flag / Lamp is not properly visible even after deputing shunting staff at the middle of the train being shunted".



Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to: Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE(OP), DEE(OP) & Sr. DME/DME-Adra, CKP, KGP and RNC for information and necessary action please.

No. OPS/50/BWM/2005-25 dated 07.02.2025

Addendum & Corrigendum Slip no. 23 of G & SR (South Eastern Railway)

The following amendments will be made to SR 5.14.07 under GR 5.14 (Responsibility for Shunting)

1. **SR. 5.14.07** –The heading “ GOODS YARD SHUNTING” will be substituted with “**YARD SHUNTING**”.
2. SR 5.14.07 para (a) - The existing paragraphs in SR 5.14.07 para (a) shall be substituted as follows.
“**SR 5.14.07(a) - While shunting in yard, points shall be locked by pulling lock lever where provided.**”
3. SR 5.14.07 para (b) - The existing paragraphs in SR 5.14.07 para (b) shall be substituted as follows.
“**SR 5.14.07 (b) – In a non-interlocked yard provided with Tumbler lever/spring loaded hand points/spring point lever type hand point does not require clamping and padlocking during yard shunting of empty coaching and good stocks not infringing the running lines. This shunting shall be supervised by a competent operating staff.**”


(Deepak Kumar Jha)

Principal Chief Operations Manager

Copy to : Director/Safety/Railway Board for information please.

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr. DEN/DEN, Sr. DEE/DEE, Sr. DME/DME

Adra, CKP, KGP & RNC for information and necessary action please

No. OPS/50/G&SR/A&C/Pt.V dated 12.02.2025

Addendum and Corrigendum slip no.24 of G & SR (South Eastern Railway)

In modification to item no. 6 of Addendum & Corrigendum slip no. 17 issued on 04.12.2024, the revised note to SR 16.04.01 is stated below..

1. **SR 16.04.01** : The note "The end cabins that are now (c/slip 117 added)" shall be replaced by the following lines.

Note: **The end cabins that are now used for controlling the Traffic L C Gate only, the gateman/staff will follow the same procedure as detailed in SR 16.04.01.**

2. Further the paragraph " Where no cabins.....in SR 4.29.01 and sub-clause (d) below." of SR 4.42.02 (b)(iii) shall be deleted.


Deepak Kumar Jha

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please
DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP)/DEE(OP) &
Sr. DME/DME - Adra, CKP,KGP and RNC for information and necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 06.03.2025

Addendum and Corrigendum slip no. 25 of G & SR (South Eastern Railway)

With regard to the letter (No. 2024/TRACK-III/TK/2) issued by Railway Board on 04.04.2025, the following amendments shall come into force with immediate effect.

- 1. For operation of Tower Wagons during traffic block, the following SR shall be added under GR 17.08:**

SR. 17.08.04 –

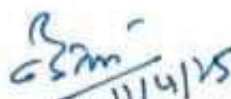
- a) Adequate distance of 250 m to be maintained between each Tower Wagon while moving in a convoy.
- b) First Tower Wagon while moving in convoy in traffic block shall move with maximum permissible speed and following Tower Wagons in convoy shall move with the speed of 40 Kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in the section.

- 2. For operation of Track machine during traffic block, the following SR shall be added under GR 4.65:**

SR. 4.65.02 –

- a) Adequate distance of 250 m to be maintained between each track machine while moving in a convoy.
- b) First track machine while moving in 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.

Further, it should be ensured by divisions that on implementing these instructions, there should not be any impact on duration as well as output of the block.


(Deepak Kumar Jha)

Principal Chief Operations Manager

Copy to: Director/Safety/Railway Board for information please.

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr. DEE(OP)/DEE(OP)
& Sr.DME/DME – ADRA, CKP, KGP and RNC for information and necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 09.04.2025.

Addendum & Corrigendum Slip no. 26 of G & SR (South Eastern Railway)

With regard to the letter 2025/TT-IV/12/10 issued by Railway Board on 09.05.2025, the following amendment shall come into force with Immediate effect.

The following new paragraph shall be inserted below the existing paragraph under SR 4.42.03.

"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. In case the Signal exchange light is defective, the extant practice laid down above regarding the exchange of signals by Loco Pilot/Assistant Loco Pilot/Train Manager with station staff/train passing staff/running staff of adjacent trains should be followed. Further, signal exchange light does not absolve Loco Pilot/Assistant Loco Pilot/Train Manager from observation of the signal exchange given by station staff/train passing staff/running staff of adjacent trains."



Amitava Mukherjee

6/8/25

(Principal Chief Operations Manager)

Copy to : Director/Safety/Railway Board for information please

DRMs, Sr. DOM/DOM, Sr. DSO/DSO, Sr. DSTE/DSTE, Sr.DEN/DEN, Sr.DEE(OP),DEE(OP) & Sr. DME/DME-Adra, CKP, KGP and RNC for information and necessary action please.

No. OPS/50/G&SR/A&C/Pt.VI dated 05.08.2025



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भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
रेलवे बोर्ड/RAILWAY BOARD

No. 2025/TT-IV/12/10

The General Managers,
All Zonal Railways and
CMD/KRCL.

PCOM, PCEE, PCSO & DRMs
for n/a pl.

Date: 09.05.2025

[Signature]
13/05/25
GM

Sub: Instructions for exchange of signal between Loco Pilot/Assistant Loco Pilot, Train Manager and Station Staff – GR4.42 reg.

Ref: CLW's specification No. CLW/MS/3/0670ALT-2 dated 13.03.2025 for blinking signal exchange light.

In view of the rapid proliferation of Air conditioning in cab of locomotives, the method of acknowledgment of 'all right' signals by running staff (Loco Pilot, Assistant Loco Pilot and Train Manager) has been reviewed by Board. It has been observed that some of the Zonal Railways have issued instructions for exempting Train Manager from the acknowledgement of 'all right' signals by Station/Train passing staff, in air conditioned SLRs. Some Zonal Railways have also authorized the use of signal exchange lamp by loco pilot/ assistant loco pilot for Vande Bharat train sets. Board [M(T&RS) and M(O&BD)] have reviewed the above and approved the following for implementation by Zonal Railways:

"Signal exchange lights of approved design, wherever provided outside the locomotives/SLRs/brakevans/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. In case the signal exchange light is defective, the extant practice of Zonal Railways should be followed. Further, signal exchange light does not absolve Loco Pilot/Assistant Loco Pilot/Train Manager from observance of the signal exchange given by station staff/train passing staff/running staff of adjacent trains."

WM/608/25
13/05/2025

कमरा संख्या 533-D, रेल भवन, रफी मार्ग, नई दिल्ली - 110001



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2. Zonal Railways are advised to counsel the running/train passing staff for the above instructions and review the local instructions for necessary compliance.

This has the approval of M(O&BD) and M(T&RS).

DA: As above

(Tejendra Singh)
Joint Director Traffic Trans-III
Railway Board
Email Id: tejendra.singh@gov.in

Copy to:

1. PSO/M(O&BD) , Railway Board for kind information of M(O&BD).
2. PSO/M(T&RS) , Railway Board for kind information of M(T&RS).
3. AM/Traction, Railway Board.
4. PED/Safety, Railway Board.

कमरा संख्या 533-D, रेल भवन, रफी मार्ग, नई दिल्ली - 110001