

**Addendum & Corrigendum No. 01 to General and Subsidiary Rule Book 2013**  
**of S. E. C. Railway.**

(1) The existing SR 3.64.07 (j) (ii) (4) in Station Detonator Register format in part (IV) heading is replaced by following:-

**SOUTH EAST CENTRAL RAILWAY**                      OP/T.124 Register  
**PART IV**  
**TESTING OF DETONATORS**  
(----- Station, Loco shed, Depot etc.)

| Sr. No. | Name | Designation | Ticket No. & PF No. | Date of Issue | No. of Detonators | Year & Month of Manufacturing | Number used | Date Used | Month & Year of manufacturing of the replaced detonators | No. of detonators tested | Date of test | Month & Year of the detonators tested |
|---------|------|-------------|---------------------|---------------|-------------------|-------------------------------|-------------|-----------|--|--------------------------|--------------|---------------------------------------|
|         |      |             |                     |               |                   |                               |             |           |  |                          |              |                                       |

(2) The existing SR 4.43.02 (a) is replaced by the following:-

The Guard and/or the Loco Pilot of any train shall be responsible to watch any train passing on the adjacent line, and to attract the attention of the Guard or the Loco Pilot of the latter train by exhibiting stop hand signal, should any condition be noticed on that train which may endanger its safety. In case of trains in the opposite direction, the LP and /or the Guard of the two trains shall examine each other's train but when trains run in same direction, the LP and/or the Guard of one train shall observe/watch the other train which overtakes his train. The LPs and/or the Guards of these two trains shall exchange green hand signal between themselves when the engines/brake-vans are opposite to each other. Similarly the Guard and/or LP of the train which overtakes another train shall observe/watch the train so over taken and exchange green hand signal with the Loco Pilot and/or the Guard of such train. In all cases green hand signals shall be exchanged only if the condition of the train so examined, is found in order.

(3) The existing SR 4.50.01 Srl. No. (5) is replaced by following:-

- 0000                      a) Train cannot proceed on account of accident, failure, obstruction or other exceptional cause.  
                                    b) Protect train in rear.

(4) The existing SR 5.23.01 (d) (i) is replaced by following:-

- (a) SR 5.23.01(d)(i)- At least two safety chains shall be used *one at each end* and locked. The safety chains shall be passed twice round the wheels and after tying the ends together they shall be locked so that no strain falls on the padlocks. In addition the skids/wooden wedges shall be put by station staff at both ends.

(b) The existing SR 5.23.01 (d) (vii) is replaced and renumbered by following:-

SR 5.23.01(d)(vi)- Particular care must be taken to remove the chains, wooden wedges and skids before wagons are moved by the person responsible to conduct shunting.

(b) The existing SR 5.23.01 (d) (iii) is deleted and existing SR 5.23.01(d)(iv),(v),(vi) &(viii) are renumbered as SR 5.23.01(d)(iii),(iv),(v) & (vii).

**Sd/-**  
**(B.K.Joshi)**  
**Chief Operations Manager**  
**SECR/ BSP**

**Addendum & Corrigendum No. 02 to General and Subsidiary  
Rule Book 2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) The existing SR 3.43.01 is deleted.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**SECR/ BSP**

No. SEC/TRA/GSR/425/02/14

Dt. 11.03.14

**Addendum & Corrigendum No. 03 to General and Subsidiary  
Rule Book 2013 of S. E. C. Railway.**

**In the General & Subsidiary Rule Book : 2013**

**(1) The following SR 4.16.05 (a) is amended as follows :**

**SR 4.16.05 (a) :-**

- (i) The red flag in lieu of Tail board or an unlit Tail lamp may be used only in exceptional circumstances with proper authorization.
- (ii) When an engine(s) is/are attached as the rear most vehicle of a train, and there is no provision to attach the Tail Board/Tail Lamp, the rear side marker light of the rear most engine should be illuminated with 'RED' light.**

In the event of such a contingency the section controller shall advise by a control order to all Station Masters on the section.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**SECR/ BSP**

No. SEC/TRA/GSR/425/03/14

Dt. 03.06.14

**Addendum & Corrigendum No. 04 to General and Subsidiary Rule Book 2013 of S. E.**  
**C. Railway.**

In the General & Subsidiary Rule Book- 2013,

**The Rule no. SR 5.04.01(a) & (b) may be replaced by the following;-**

**SR5.04.01 (a) :-** Station Master shall see that the Safety equipment in the signal cabins/stations as described in the Station Working Rules is supplied in full and they are in good working order and readily available.

At interlocked stations, adequate number of lever collars/button collars, according to the size of the lever frame at each cabin and button collars for control panel are provided. These lever collars should be placed on the spare levers and button collars to be placed on the specific space on the control panel when not actually required for use.

The collars must be placed on the handles of the levers/buttons working the signals and slots for a line which is otherwise obstructed for any reason. The collars shall be taken off when such obstruction from lines has been cleared.

In case of VDU, the Station Master should click the option for blocking the line. The option deblocking for line to be clicked when the obstruction has been cleared.

Where there is a common reception signal or slot for two or more lines of which if one line is occupied, the lever collar shall be put on the concerned signal/slot lever(s) and button collars on the route/slot button of the control panel. The collars shall also be put on the lever/point button operating points on such line(s) provided the interlocking permits to keep the points set against the line occupied. In case of VDU, the Station Master should click on the option available in VDU for blocking the line.

**(b)** In case the over head line staff are working on an electrified portion of the line for any reason, the lever/levers/buttons controlling the line under repair shall be protected in signal cabins by means of lever collars/button collars. In case of signals operated through VDU, the Station Master should click on the option for blocking the line available in VDU. The overhead line staff shall be responsible for ensuring through Station Master that protection is provided by using lever collars/button collars /blocking option clicked on VDU.

Lever collars/button collars shall also be used whenever the S&T Staff work in interlocking gears or signals after issuing the prescribed memo to the Station Master who in turn must ensure that the lever collars/button collars/ are placed on the relevant lever/levers/button before he acknowledge the memo. However, in this case, the points & signals operated through VDU, the line blocked option to be ensured.

The Inspecting officials shall test the Cabin Master/SM in their knowledge of rules, efficiently conducting shunting operations, use of lever collars/button collars etc., in the course of their inspections.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/04/14

Dt. 10.07.2014



**Addendum & Corrigendum No. 05 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) Following note is added below the item no. (f) of SR 15.18.01 :-

**NOTE:-** Light motor trolley/moped trolley/scooter trolley are to be treated at par with motor trolley and all the rules regarding working of motor trolley will be applicable to light motor trolley/moped trolley/scooter trolley.

(2) The SR 15.25.09 is revised as follows:-

The working of light motor trolley shall be governed by the following and any others special instructions issued in this regard:-

- (a) The maximum speed attained shall be limited to 20 kmph.
- (b) The equipment shall be as prescribed for motor trolleys, vide SR 15.20.01.
- (c) The trolley shall be accompanied by a minimum of three trolleyemen, but in no case shall the total number of persons, including the trolleyemen, exceed six.
- (d) The trolley may be allowed to run with block protection or following another light motor trolley or a motor trolley.
- (e) The working of a light motor trolley shall conform to the rules laid down for motor trolleys while following another light motor trolley or a motor trolley.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/05/14

Dt. 04.08.2014

**Addendum & Corrigendum No. 06 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) The serial no. 9 of SR 4.50.01 is revised as follows:-

Srl. no. 9. 000000000 (intermittent) – From W/L Board to RW/L Board.

(2) The following new item is added as (g) of serial no.10 of SR 4.50.01:-

Srl. No. 10. \_\_\_\_\_ (continuous) (g):- From RW/L Board to till passing  
the LC gate.

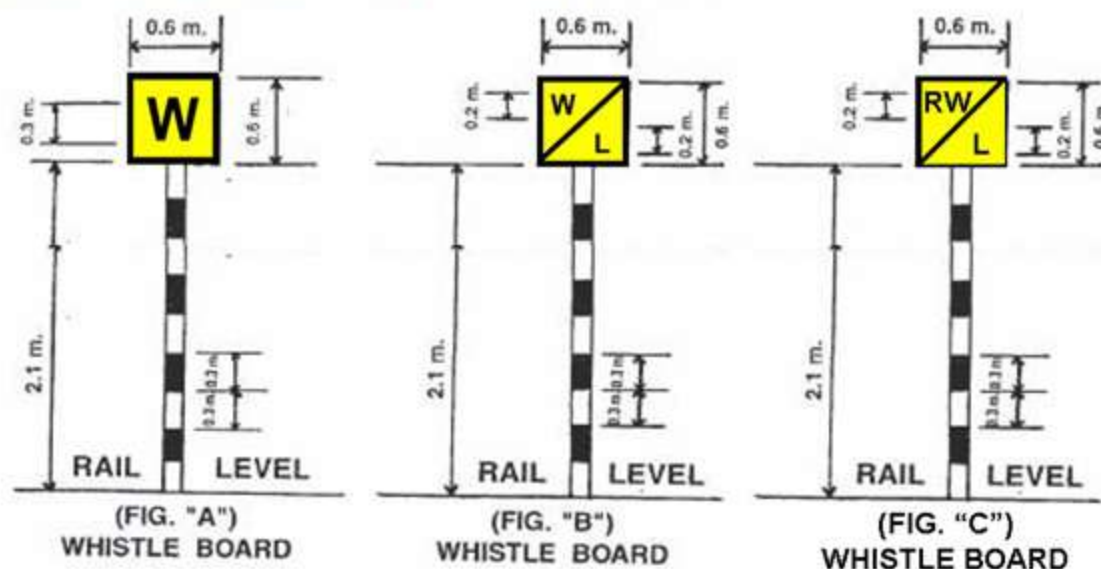
(3) The SR 4.50.02 (a) (b) (i) are revised as follows:-

SR 4.50.02 (a)

Whistle boards are provided with a view to indicating to the Loco pilot of an approaching train to the need for sounding the whistle/horn( vide serial no. 9 & 10 under SR 4.50.01) to warn the staff who may be working on the line, as well as the Gateman and road users at level crossings, about the approaching train.

(b) Type of whistle boards:-

(i) There are three types of whistle boards as follows:



(4) The following SR 4.50.02(ix) is revised as follows:-

SR 4.50.02 (ix)

Whistle boards as per fig (B) with the letters (W/L) 0.2m high, shall be provided on the approach to all unmanned 'C' class level crossings and also to manned level crossings where the view is not clear on either side for a distance of 600 metres and those which have normal position open to road traffic, without interlocking and protection by signals, under special condition. The whistle boards should be bilingual as contained in Annexure-9/5 to Indian Railways Permanent way manual and be erected along the track and at a distance of 600 metres from level crossing, except where higher distance is otherwise directed under special circumstances.

The whistle board of as per figure (C) with the letters (RW/L) 0.2m high shall be provided on the approach to all manned & unmanned level crossings at a distance of 250m from LC gates in bilingual.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

**Addendum & Corrigendum No. 07 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) GR 4.35 for sub- rule (3) is revised as below:-

(3) "The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment *or vehicle or roof of the vehicle* not intended for the use of passengers. Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorized persons from the compartment or vehicle or roof of the vehicle".

**(B.K.Joshi)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

**Addendum & Corrigendum No. 08 to General and Subsidiary Rule Book 2013  
of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) SR 4.09.02 (a) (ii) is revised as follows:-

SR 4.09.02 (a) (ii) :- He has warned the Loco pilot and Guard of the danger ahead and its location by the issue of a caution order, prepared in accordance with SR 4.09.04 along with permanent speed restrictions which are notified in the working Time Table or

**SD/-  
(B.K.Joshi)  
Chief Operations Manager  
S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/01/15

Dt. 13.03.15.

**Addendum & Corrigendum No. 09 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

The following new item is added as SR 4.21.02:-

(1) SR 4.21.02 :-

Driving an electric train mentioned in GR 4.21 & SR 4.21.01 (a), (b)(i),(ii) & (d) is also applicable for working of trains by diesel engine (Twin Cab). Defect noticed as mentioned in SR 4.21.01, the Loco Pilot shall inform the facts to the Diesel Power Controller and the Dy.Chief Controller.

**(B.K.Joshi)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**



**Addendum & Corrigendum No. 10 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) GR 3.36 in Sub-Rule (2) is revised as follows:-

(A) in clause (a), after the word "emergency", the words 'to avert an accident' shall be inserted;

(B) after clause (a), the following shall be inserted, namely :-

"(aa) where Starter and Advanced Starter taken 'off' for departing trains that is trains starting from station after coming to stop are required to be put back for the purpose of movement of another train for precedence or crossing shall be put back only after taking following precautions :-

(i) relevant Starter and Advanced Starter may be replaced to "on" position and thereafter the Loco Pilot of the train for which the signals had been taken "off" shall be advised by on-duty Station Master through a secured means of communication, specified under special instructions or where secured means of communication are not available, through a written memo to the effect that the said signals have been replaced to "on" and that the Loco Pilot shall not start;

(ii) till the Loco Pilot has been advised through secured means of communication referred to in sub-clause (i) or through a written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or "

**(G.D.Sharma)**  
**Chief Operations Manager**

**Addendum & Corrigendum No. 11 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) First para of SR 3.17.01 is revised as follows:-

“When a stop signal is a semi automatic stop signal and protects level crossing gate in addition to the points/no points, it shall be provided with white illuminated letter ‘A’ and white illuminated letters ‘AG’ against black background.”

Sd/-

**(G.D.Sharma)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

**Addendum & Corrigendum No. 12 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) SR 4.11.01 is revised as follows:-

The speed of trains over interlocked facing points shall not exceed as mentioned below.

| (a) Existing installations<br>Standard of Speed Limit<br>Interlocking |  | (b) Speed for future signalling<br>and interlocking installations<br>Standard of Speed Limit<br>Interlocking |               |
|---|--|--|---------------|
| Standard-I  | 50 KMPH  | Standard-I (R)   | 50 KMPH       |
| Standard-II   | 75 KMPH  | Standard-II (R)  | Upto 110 KMPH |
| Standard-III  | Maximum permissible<br>speed of the section as<br>mentioned in the<br>Working Time Table | Standard-III<br>(R)  | Upto 140 KMPH |
|   |  | Standard-IV<br>(R)   | Upto 160 KMPH |

NOTE: The provisions of the new revised standard of interlocking at column (b) will apply to future signalling and interlocking installations. However, the existing installations which do not fulfill these new requirements, existing speed of operation shall continue.

sd/-

**(S.K.Das)**  
**Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/16

Dt. 03.02.16.

**Circulations:**

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. CFTM, CPTM, CTPM, CSO, CSTE, CEE, CE, CME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy/SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi

sd/-

**Chief Operations Manager**



**Addendum & Corrigendum No. 13 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

(1) The paragraph below 'Note' of SR 4.65.05(iii)(g)(b) **"After getting line clear the SM on duty ----- with para no. 02 to 07 of SR 4.65.05(e)(2)"** is revised as follows:-

"After getting line clear the SM on duty will issue the paper line clear ticket in the form **T/D 1425** or T/C 1425 as the case may be, the caution order and the Track Maintenance Machine permit indicating the number of machines permitted to work in the section. The paper line clear ticket and Track Maintenance Machine permit will be signed by all the operators of the machines and will be handed over to the JE/SE (P.WAY) incharge. JE/SE incharge shall travel on the last machine and the machine(s) may be dispatched by piloting out on the written authority T/369(3b)".

Rest of the action will be taken in accordance with para no. 02 to 07 of SR 4.65.05(iii)(e)(2).

(2) The 1<sup>st</sup> paragraph below 'Note' of SR 4.65.05(iii)(g)(e) **"After getting line clear the SM on duty ----- by piloting out last stop signal"** is revised as follows:-

"After getting line clear the SM on duty will issue the paper line clear ticket in the form **T/D 1425** or T/C 1425 as the case may be, the caution order and the Track Maintenance Machine permit indicating the number of machines permitted to work in the section. The paper line clear ticket and Track Maintenance Machine permit will be signed by all the operators of the machines and will be handed over to the JE/SE (P.WAY) incharge. JE/SE incharge shall travel on the last machine and the machine(s) may be dispatched by piloting out last stop signal".

(3) The 1<sup>st</sup> paragraph of SR 9.12.07 below item no. (iv) **"Whenever line clear is obtained----- form T/A 1425 shall be brought in to use"** is revised as follows:-

Whenever line clear is obtained by using the communication instrument listed as above, identification numbers shall be exchanged in addition to the use of Private Number. Line Clear Inquiry and Reply Message book in the prescribed form T/A 1425 or **T/B 1425** (as the case may be) shall be brought in to use".

(4) In SR 9.12.07(d)(i) **"A 'Paper Line Clear Ticket' on the prescribed form, T/B 1425 or T/C 1425 as the case may be"** is revised as follows:-

A 'Paper Line Clear Ticket' on the prescribed form, **T/D 1425** or T/C 1425 as the case may be.

(5) The form no. of Paper Line Clear Ticket T/B 1425 below GR 14.25(1)<sub>4</sub> is revised as form no. **T/D 1425**.

This has the approval of Chief Operations Manager/SECR.

(G.M.S Naidu)  
Dy. Chief Trans. Planning Manager  
For Chief Operations manager  
S.E.C.Railway, Bilaspur

**Addendum & Corrigendum No. 14 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

1. SR 4.19.01(f) is replaced with the approval of the competent authority.

Existing SR 4.19.01(f) should be replaced by the following:-

**SR 4.19.01 (f) – Each Assistant Loco Pilot while on duty must be in possession of the following:-**

- |              |                                  |
|--------------|----------------------------------|
| <b>(i)</b>   | <b>Tri- colour Torch</b>         |
| <b>(ii)</b>  | <b>Red &amp; Green Flag</b>      |
| <b>(iii)</b> | <b>Hammer -cum- Screw Driver</b> |
| <b>(iv)</b>  | <b>Working Time Table</b>        |

(G.M.S Naidu)  
Chief Trans. Planning Manager  
For Chief Operations Manager  
S.E.C.Railway, Bilaspur

**Addendum & Corrigendum No. 15 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013, - SR 4.65.01 is replaced as follows with the approval of the competent authority.

Existing SR 4.65.01 should be replaced by the following:-

**SR 4.65.01** – 'On Track' Track Maintenance machines are self propelled Track Maintenance Machines. These machines shall be worked as a train under the system of working applicable and shall be treated as a train as defined in GR 1.02 (58) for the purpose of working on open line. However, there need not be any Guard or Brake Van attached to the machine. The duties of Guard shall devolve on the in-charge of the machine/machines. Accompanying in-charge of the machine/machines will be responsible for co- ordination in movement and working of the machines.

During day or Night hours when the view is clear and adequate lighting arrangements have been made, Upto 10 'ON TRACK' Track Maintenance Machines can be allowed under one authority to proceed for working within the Block Section and proceed to next station or come back. All 'ON TRACK' Track maintenance Machines must leave and enter the station "at a time" one after another.

In case of movement from one station to another station only one/coupled 'ON TRACK' Track maintenance Machine may be allowed under one authority to proceed.

In case of thick, foggy and tempestuous weather as well as during the total failure of communication, the machines can not be permitted to work on line under this arrangement.

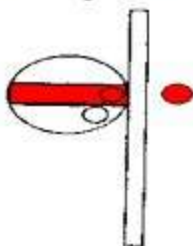
(G.M.S Naidu)  
Chief Trans. Planning Manager  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

In the General & Subsidiary Rule Book (English Version) 2013 –

(1) Existing GR.3.14 (8)(a) is revised as below (In page no.34) :-

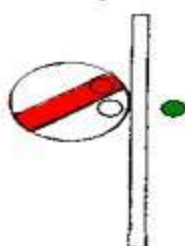
GR 3.14 (8) (a) Disc type Shunt signal in Two-Aspect Signalling Territory.

**‘On’ position**



**ASPECT:** Stop  
**Indication:** Stop dead

**‘Off’ position**



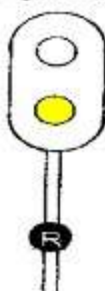
**Proceed slow  
Proceed with caution  
for shunting**

(2) Existing GR 3.16 (5) is revised as below (In page no.39):-

The aspects and indications of a colour light type Repeating signals are shown below:-

**Colour light type Repeating signal**

**‘On’ position**



**ASPECT:** Signal ‘On’  
**Indication:** Signal which it repeats is at ‘On’

**‘Off’ position**



**Signal ‘Off’  
Signal which it repeats is ‘Off’**

(G.M. S.Naidu)  
Chief Trans. Planning Manager  
For Principal Chief Operations Manager

S.E.C.Railway, Bilaspur



**Addendum & Corrigendum No. 17 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013,

1. Existing SR 3.78.01 is revised by following with the approval of the competent authority:-

**SR 3.78.01 (a):**

- (i) Every loco pilot/ assistant loco pilot should be given 3 trips (up and down direction separately) for learning road out of which one must be by night to familiarize himself with the section (s) on which he is rostered for duty. On ghat section and automatic territories minimum 6 trips of road learning shall be provided in both the directions. If more than one line is available in a section, at least one trip road learning in each line shall be provided.
- (ii) On promotion to or officiating as LP (Goods) road learning as prescribed in S.R 3.78.01(a)(i) has to be provided to loco pilot to understand train dynamics.
- (iii) If loco pilot/assistant loco pilot has not operated on a section for over 3 months, he should be given road learning trip/s as per the schedule given below:

| Sl | Duration of absence | No. of trips | No. of trips on Ghat Section and Automatic territories. |
|----|---------------------|--------------|---|
| 1  | 3 to 6 months       | One trip     | Three trips   |
| 2  | 6 months to 2 years | Two trips    | Three trips   |
| 3  | Over 2 years        | Three trips  | Six trips   |

- (iv) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.
- (v) The scale of the trips provided as above would apply to all systems of working.
- (vi) A register should be maintained at the crew booking point. A loco pilot/ assistant loco pilot should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of the last trip performed by a loco pilot/assistant loco pilot on different sections and update it every first of the month. On the basis of these records, depot in- charge should book loco pilot/assistant loco pilot for road learning on a section where it is required.
- (vii) The record of Road learning may also be kept in Crew Management system.
- (b) The SSE/SE/loco shed/crew controller shall before booking any engine crew to work any train satisfy himself that the concerned staff is/are acquainted with the section over which he/they is/are required to work.

  
**(G.M.S Naidu)**  
**CTPM/SECR/BSP**

**For Principal Chief Operations Manager**

Dt. 03.10.18

No. SEC/TRA/GSR/425/18

**Circulations:**

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, CE, PCME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy./SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi

  
**Chief Trans. Planning Manager**



**Addendum & Corrigendum No. 18 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

Following rules are amended with the approval of the competent authority:-

**(1) Existing GR 1.01 is revised as below:-**

**GR 1.01- Short title and commencement:-**

- (1) These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2018.
- (2) They shall come into force on the date of their publication in the Official Gazette.

**(2) Existing GR 1.02(31) & GR 1.02(32) are revised as below:-**

**GR 1.02(31)- "Intermediate Block Post"** means a class "C" station on a single line or double line or multiple line remotely controlled from the block station in rear;

**GR 1.02(32)-"Intermediate Block Signalling"** means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;

**(3) Existing GR 3.40(1) is revised as below:-**

**GR 3.40 CONDITIONS FOR TAKING 'OFF' HOME SIGNAL-**

(1) When a train is approaching a Home Signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless-

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

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

**(4) Existing GR 3.42 is revised as below:-**

**GR 3.42 CONDITIONS FOR TAKING 'OFF' LAST STOP SIGNAL OR INTERMEDIATE BLOCK STOP SIGNAL-** (1) On double line, the last stop signal or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line clear has been obtained from the block station in advance.

(2) On single line-

(a) the last stop signal shall not be taken 'off' for a train unless line clear has been obtained from the block station in advance;

Cont...(2)

(2)

(b) for Intermediate block signaling-

- (i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;
- (ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and
- (iii) the Intermediate Block Stop Signal shall not be taken 'off' unless the line clear has been obtained from block station in advance and direction of traffic is established.

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

  
(G.M.S.Naidu)

**Chief Trans. Planning Manager  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/19

Dt. 23/01.19.

**Circulations:**

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy./SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi

  
**Chief Trans. Planning Manager**

**Addendum & Corrigendum No. 19 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

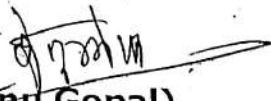
Following new provisions are to be added as item no. (c) and (d) of SR 3.78.01 with the approval of the competent authority:-

- (1) **SR 3.78.01(c)** - The learning road as mentioned in SR 3.78.01 (a) will also include "Yard" learning for engine crew in the same route. No separate learning road for "Yard" will be given.
- (2) **SR 3.78.01(d)**- The learning road for engine crew in respect of siding will be as follows:-

Initially, every Loco pilot/Assistant Loco pilot should be given one trip for learning road for siding. If Loco pilot/Assistant Loco pilot has not operated on a siding for over 1 year, he should be given road learning trip as per the schedule given below:-

1 year and above..... One trip

Provided that an engine crew may be allowed to work a siding, without such road learning trip, when they are guided by authorised shunting supervisors as mentioned in SR 5.13.03. Such trip of crew guided by an authorised shunting supervisor shall be treated/constructed as "Road learning" for the crews as required vide SR 3.78.01.

  
**(C.Venk Gopal)**  
**Chief Trans. Planning Manager**  
**For Principal Chief Operations Manager**  
**S.E.C.Railway, Bilaspur**

No. SEC/TRA/GSR/425/19

Dt. 12.03.19.

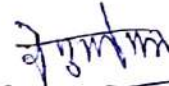


**Addendum & Corrigendum No. 20 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

Following new provision is to be added as item no. (e) of SR 3.78.01 with the approval of the competent authority:-

**SR 3.78.01(e)** - No separate road learning is required for Loco Pilots/Assistant Loco Pilots, in case of existing section being added with 2nd/3rd/4th line and existing signalling system being upgraded to Automatic one. However, running staff may move in such sections with restricted speed as felt convenient for the first two trips only.



(C. Venu Gopal)

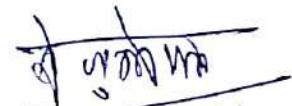
Chief Trans. Planning Manager  
For Principal Chief Operations Manager  
S.E.C. Railway, Bilaspur

No. SEC/TRA/GSR/425/19

Dt. 26.03.19

**Circulations:**

1. DRM/BSP, R & NGP.
2. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
3. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
4. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE/SECR/BSP.
5. Principal- ZRTI/SINI, MDTC/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
6. Secy./SECR for kind information of GM.
7. Advisor (Safety)/ Rly. Bd., New Delhi



Chief Trans. Planning Manager

**Addendum & Corrigendum No. 21 to General and Subsidiary Rule Book 2013  
of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

SR 4.25.02 is substituted as follows with the approval of the competent authority (PCOM/SECR) :-

**SR 4.25.02 – Working of train without Guard-** In the following circumstances trains may run without Guard:-

(1) In an emergency, such as an Accident, Track & OHE breakdown when train(s) is/are stranded, for restoration of normal operation.

(2) In an operational exigencies when there is an acute shortage of Guards.

(a) The following trains may run in accordance with SR 4.25.02(2)

(i) Goods Train

(ii) Departmental trains (Ballast Train, Material Train, Track Maintenance Machine etc.)

However, running of train without Guard in Ghat section, during thick, foggy or tempestuous weather, total interruption of communications and single line working on double line section is strictly prohibited.

(b) Procedure to be observed for running of train without Guard -

(i) The Sr.DOM will permit working of train(s) without Guard by giving order no. to the concerned lobby/station through control, separately for each train. However, if required Sr. DOM may nominate some sections in his division such as Branch lines, sections where there is no coaching train runs, portion of the section from serving stations to sidings where a Dy.CHC on duty may take decision to run train(s) without Guard and give order no. separately for each train. A record of such orders shall be maintained in respective control offices in separate register as well as in lobbies/stations also.

(ii) Such train shall be provided with continuous and effective air pressure from the engine to the rearmost vehicle which may be a brake-van. Further, it is also to be ensured that there should be at least three fully air braked vehicles (including Brake van) with operative cylinders out of the last four vehicles at the rear end of the train as per Operating Manual/SECR Para no. 17.26(d)(1)(vii). If a Guard is not provided at the originating station or at the intermediate station, the Loco Pilot on being informed by the Station Master of same, shall conduct continuity test with the help of Train Examiner if available or with the staff nominated by Station Master and ensure /confirm it through walkie talkie that proper air pressure continuity is available from engine to the last vehicle and endorsement in this effect will be made by the Train Examiner if available or by the Station Master on the BPC as the case may be.

(iii) The Loco Pilot shall be responsible to take with him the vehicle guidance of such train. Further, such of Guard's duties as can be performed by a Loco Pilot or an Asstt. Loco Pilot including protection of the train both in absolute and automatic block section and train held up at first stop signal for which provisions are laid down in GR 6.03, 9.10 and 4.44 respectively and SRs thereto shall devolve on the Loco Pilot. If required Loco Pilot may instruct/take the help from the Asstt. Loco Pilot to perform such duty(ies).

(iv) Wherever GDR check is necessary while working a train without the Guard, the SM will depute the Points man for conducting of GDR check in lieu of the Guard. The Pointsman will also sign the GDR memo and the SM will counter sign it.

Cont...(2)



- (v) The last vehicle indicator as indicated in SR. 4.16.01(a) & SR 4.16.05 (a) i.e, (Tail Board/Tail Lamp/Red flag) shall invariably be fixed at the tail end of the rearmost vehicle by the Loco Pilot with the help of the ALP or the station staff. For this purpose Sr. DOM's Store section will supply some spare Tail Lamps/Tail Boards at important lobbies/stations. Whenever required concerned lobby in-charge or the Station Master will supply the same to the Loco Pilot temporarily and after arrival of the train at the destination, the Loco Pilot will keep this Tail Lamp/Tail Board under his personal custody and will return at the station where it has been supplied.
- (vi) Before starting a train without the Guard, the Station Master of the originating station must intimate the last vehicle number to the on duty SCR under the exchange of private numbers.
- (vii) A caution order shall be issued to the Loco pilot with necessary endorsement for running of the train without the Guard and also indicating the last vehicle number.
- (viii) The Vehicle Guidance and the Guard's copy of the BPC shall be handed over to the Loco Pilot which shall be collected by the outgoing Guard when booked for train at en-route or by the station staff at the destination.
- (ix) While asking "Line clear" the Station Master/Cabin Master shall specially mention that the train for which line clear is being asked is running without the Guard. The Station Master will be responsible to ensure that the train without the Guard is intact and complete by looking at the last vehicle indicator and/or matching the last vehicle number.
- (x) In case of Automatic Block Signaling or in case of Intermediate Block Signaling a second train shall not be allowed to leave the block station in rear unless the previous train which has been allowed to leave without the Guard from the same station arrives at the next block station complete except in case of an accident or failure of the train.
- (xi) When such train is stopped between two stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that the train cannot proceed further, he shall immediately protect the train as per GR 6.03 with the help of the ALP. While going for protection, a care shall be taken that the loco is not deserted.  
In case of a train parting in the section, if it is not possible to couple the both parts of the train, the ALP will protect the train as per rule and ask assistance from the nearby station. If no immediate assistance is available or no communication is established, the LP will clear the front part of the train up to the next station as per GR 6.09 and the ALP will remain at the site by protecting the rear part of the train till the assistance arrived.
- (xii) When such train stops at the next station(s) the concerned SM shall ensure that the train has arrived complete and is standing clear of the fouling marks and only after ensuring it he will give line clear to the next train on this clear section.
- (xiii) While on run the Asstt. Loco Pilot shall look back frequently and ensure that the train is running in safe manner and shall also acknowledge the all right or danger signals shown by the Gatemen/Cabin/Station staff enroute.
- (xiv) If any shunting is to be performed at the road side station, the Points man/Shunting Master will personally supervise the shunting under instruction from the SM. Similarly, in case of stabling of the train at any station, securing of the vehicle will be done by the station staff under the personal supervision of the SM/the person in-charge of the shunting.
- (xv) In case the train is running without the brake van and without the Guard the sub rules (d), (e), (f), (g) and (h) of SR 4.23.02 shall also be observed in addition to the above.

  
(C.Venu Gopal)

**Chief Trans. Planning Manager  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur**



Following new Subsidiary Rules (SRs) may be added to GR – 3.73 & GR-3.75 with the approval of the Competent Authority (PCOM) - (Amendment/Addendum No -22) :

The following SR of the GR -3.73 (3) may be incorporated :

**SR – 3.73.01 :** If LP finds an Intermediate Block Signal with a 'legend board' stating "**IBS Signal protecting LC gate**" without "G" marker at **ON** position then Loco Pilot shall follow the **SR-3.75.03**.

**Addendum to SRs of GR -3.75 :**

The existing **SR-3.75.03 & SR- 3.75.04** are renumbered as **SR- 3.75.04 & 3.75.05** , respectively & new **SR -3.75.03** is inserted regarding **Passing Intermediate Block Stop Signal (IBS)** at '**ON**' in case that **IBS Signal** is protecting a level crossing (**LC**) gate with a '**Legend Board**' , as below:

**SR – 3.75.03 :**(a) (i) If a LP of the train finds **IBS Signal** at '**ON**' position with a '**Legend Board**' on **IBS Signal** stating "**IBS Signal protecting LC gate**" at the Intermediate Block Signal Post , the LP shall follow **G&SR - 3.75.01** if communication with the SM in rear is established. However, if the SM in rear on being contacted by the LP finds that **IBS** is 'defective' then he will treat **LC gate** interlocked with that **IBS Signal** as 'non-interlocked' & will obtain private number from the Gateman if gate is under his control or through the SM in advance as assurance to closure of **LC gate** against the road traffic. The SM of the rear station shall repeat this Private number ( received from the Gateman) to the LP in addition to the Private number given for line clear having been received from the Station in advance authorizing the LP to pass the **IBS** at **ON** and enter the Block Section ahead. The LP shall proceed with the Normal Speed.

(ii) In case SM in rear is unable to get/make the contact with the Gateman, he shall inform the LP accordingly & the LP shall in turn follow **GR – 3.73 -2 (b) & (c )**.


(b) If LP finds the **IBS** at **ON** position & no communication is established between LP & SM in rear from the **IBS Signal Post** then LP shall follow **SR-3.75.02 & GR – 3.73 -2 (b) & (c )** . Thereafter, LP shall proceed with Speed of 15/8 kmph in accordance with the **GR -3.75 (3)**.

**Addendum to existing SR- 3.75.03 renumbered as SR-3.75.04 :**

Existing SR- 3.75.03 renumbered as SR-3.75.04 & should be read as sub-para (a) of the SR-3.75.04. And new sub-para (b) is added to renumbered SR-3.75.04 , as under :

**SR-3.75.04 (b) :** And SR – 3.75.03 (a) & (b) shall be followed in case IBS is protecting LC gate.

**SR-3.75.04** is re-numbered SR- 3.75.05 , featuring the same content given in existing SR- 7.45.04 i.e. ' Backing of train on the portion of line after passing the Intermediate Block Stop Signal.

  
(C. Venu Gopal )


**Chief Trans. Planning Manager  
For Principal Chief Operations Manager**

**CORRECTION of ERRATUM to ACS No - 22**

**Typographical error in page-(2) of Correction Slip No. (22) of General and Subsidiary Rule Book 2013 of S. E. C. Railway is hereby Corrected.**

In Correction Slip No.22 , SR -3.75.04 mentioned on last para of page no. (2) shall be read as under :

**SR 3.75.04** is re-numbered as SR 3.75.05, featuring the same content "Backing of train on the portion of line after passing the Intermediate Block Stop Signal".

  
**(RASHMI GAUTAM)**  
**DY COM (Planning)**  
**For Principal Chief Operations Manager**  
**S.E.C. Railway, Bilaspur**

No. SEC/TRA/GSR/425/19

Dt - 08.08.2019




**Addendum & Corrigendum No. 23 to General and Subsidiary Rule Book 2013  
of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

The following subsidiary rules are amended with the approval of the competent authority (PCOM/SECR) :-

- (1) The words "vacuum" & "vacuum brake" are substituted by "vacuum/Air pressure" & "vacuum brake/air brake" respectively as the case may be in the following SRs :-
  - (i) SR 3.84.03(a)
  - (ii) SR 4.18.01(a)
  - (iii) SR 4.23.01
  - (iv) SR 4.23.02
  - (v) SR 4.31.01
  - (vi) SR 4.31.03
  - (vii) SR 4.45.01(ii)
  - (viii) SR 4.56.03
  - (ix) SR 5.23.01(c)
  - (x) SR 15.25.03 (b)(xi)
- (2) In SR 4.19.01(a)(xii) - "vacuum gauge indicator – One (for Guards working on Goods Train only)" is substituted by "Air pressure gauge indicator – One (for Guards working on Goods Train only)."
- (3) In "INDEX V" the word "vacuum" is substituted by "Air/vacuum" and "vacuum brake power" is substituted by "Air/vacuum brake power."

  
**(C.Venu Gopal)**  
Chief Trans. Planning Manager  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

No. SEC/TRA/GSR/425/19

Dt. 27.05.19



दक्षिण पूर्व मध्य रेलवे  
South East Central Railway



मुख्य प्रधान परिचालन प्रबंधक का कार्यालय, भूतल, नया जोनल भवन, बिलासपुर (छ.ग.) - 495004

Office of the Principal Chief Operations Manager, Ground Floor, New Zonal Building, Bilaspur (CG) - 495004

No. SEC/TRA/425/19

Dated: 19.12.19

To  
The Sr.DOMs,  
BSP, R & NGP/SECR.  
The Sr.DENs,  
BSP, R & NGP/SECR.  
The Sr.DEE/TRDs,  
BSP, R & NGP/SECR.

**Sub:- Addendum & Corrigendum No. 24 to General and  
Subsidiary Rule Book 2013 of SEC Railway.**

Addendum & Corrigendum No. 24 to General and Subsidiary Rule Book 2013 of SEC Railway has been issued regarding working of Track Machine(s) and Tower Wagon/Car(s) during Integrated Block for **two months, thereafter undertaken another review.**

Hence, you are requested to send performance report after two months from date of issue to HQ for review.

Encl.:- (Copy of Addendum & Corrigendum No.  
24 to General and Subsidiary Rule Book  
2013 of SEC Railway ).

  
(S.A. Sharma)  
Dy. Chief Operation Manager/Spl.

Copy to:-

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE/SECR/BSP.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE & Sr. DME/BSP, R & NGP.
6. Principal- ZRTI/SINI, MDTC/BSP, ELIC/USL, STC/BIA & DTTC/DGG.



**Addendum & Corrigendum No. 24 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

The following new SR 4.65.12 is added with the approval of the competent authority (PCOM/SECR).

**SR 4.65.12** – Working of Track Machine(s) and Tower Wagon/Car(s) during integrated machine block on the same block section is as follows:-

1. The SSE(P.way) or SSE(TM) or any other senior supervisor nominated by Sr.DEN(Co) shall be overall in-charge of integrated block which shall be undertaken using single authority, issued to the overall in-charge.
2. During the integrated block, sequence of the Track Machine(s) and Tower Wagon/Car(s) in section will be decided by the over all in-charge of the block and the same shall be mentioned in the "Integrated Block Requisition Notice and Permit".
3. Over all in-charge will submit block requisition on "Integrated Block Requisition Notice and Permit" to SM in duplicate.
4. The SM will repeat the same to the section controller.
5. On receipt of the permission through order number from the section controller, the SM will exchange private number with the adjacent stations and endorse the order number and private number on the "Integrated Block Requisition Notice and Permit" and hand it over to the overall in-charge.
6. SM will hand over authority to the overall in-charge as mentioned in SR 4.65.05 for Single/Double line and in Automatic section. "Integrated Block Requisition Notice and Permit" will be given in place of "Track Maintenance Machine Permit" alongwith other authority.
7. The working procedure of Track Machine(s) and Tower wagon/Car(s) in Single line/Double line and Automatic section is to be followed as per provision given in SR 4.65.05.
8. After completion of work, Track Machine(s) and Tower Wagon/car(s) will be admitted at station on authority as prescribed in SR 4.65.05 for Single line/Double line and Automatic section.
9. The Track Machine(s) and Tower Wagon/car(s) will enter the block section following each other and the Tower Wagon/Car(s) will maintain a distance of 200Mtrs from the Track Machines.
10. On reaching the station, the overall in-charge will hand over the "Integrated Block Requisition Notice and Permit" to SM on duty after the last vehicle, either Track Machine or Tower Wagon/Car enters the station duly certifying the clearance of section and track safety for further train movement on the section.
11. The safe working of the Track Machine and Tower Wagon/Car will be the responsibility of the over all in-charge of the integrated block.
12. Maximum 10 numbers of vehicles (Track Machine(s) and Tower Wagon/Car(s)) are permitted in the same block section.

(S.A.Sharma)

Dy.Chief Operation Manager/Spl.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

**Form to be used for Integrated Block of Track Machine and Tower wagon/Car.**

(Overall in-charge (integrated block), SM (Record))

**INTEGRATED BLOCK REQUISITION NOTICE and PERMIT**

From: Overall in-charge (Integrated Block) at \_\_\_\_\_ station.

To,

The SM \_\_\_\_\_ station

Notice No. \_\_\_\_\_ date \_\_\_\_\_ time \_\_\_\_\_

The line \_\_\_\_\_ (Up/Dn) between \_\_\_\_\_ station and \_\_\_\_\_ at

Kms \_\_\_\_\_ to \_\_\_\_\_ is required to be blocked for the duration of \_\_\_\_\_

Hours for working the Nos of track machine \_\_\_\_\_ No. of tower wagon/car.

The sequence will be as under:

(i) \_\_\_\_\_ (ii) \_\_\_\_\_ (iii) \_\_\_\_\_ (iv) \_\_\_\_\_ (v) \_\_\_\_\_ (vi) \_\_\_\_\_ (vii) \_\_\_\_\_ (viii) \_\_\_\_\_  
(ix) \_\_\_\_\_ (x) \_\_\_\_\_

Above mentioned track machine(s) and tower wagon/car(s) will enter in the block section in convoy from \_\_\_\_\_ station on Up/Dn line and clear at \_\_\_\_\_ station.

(i) Work and proceed on right line (ii) Work and return on right/wrong line (strike out which ever is not applicable).

Signature of overall in-charge (Integrated Block)

\_\_\_\_\_

To,

The Overall In-charge (Integrated Block),

You are hereby permitted to work as per above and for \_\_\_\_\_ hrs from \_\_\_\_\_ to \_\_\_\_\_ hrs. Control Order No. \_\_\_\_\_ Private No. \_\_\_\_\_ (In token of obtaining line clear/Block Back/Block forward). All the points in the concerned route are correctly set and locked.

Signature of SM on duty

Received of Overall In-charge (Integrated Block)



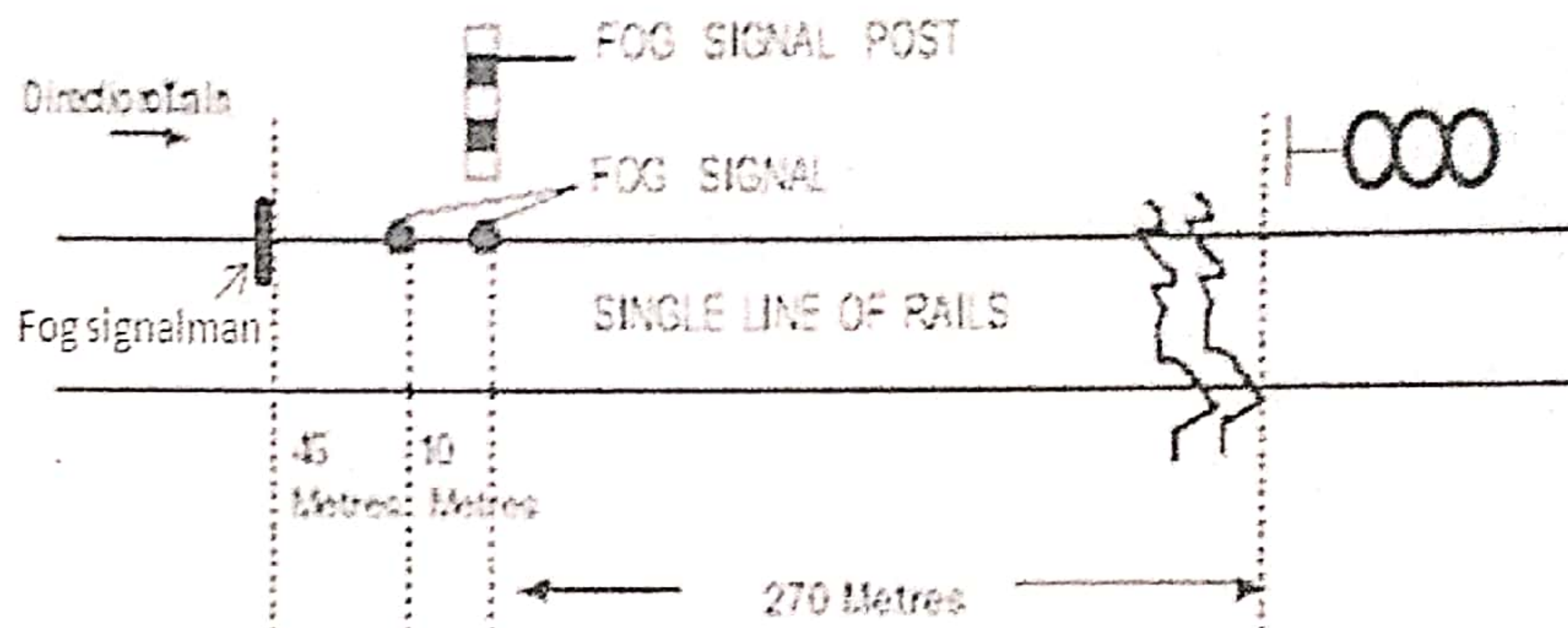
**Addendum & Corrigendum No. 25 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book 2013 –

The following SRs are revised/deleted with the approval of the competent authority (PCOM/SECR).

1. **SR 3.61.01(e)** - Each of these men shall be provided with 24 detonating (fog) signals or such lesser number as shall be prescribed under special instructions. The Fog Signaller shall, on reaching the fog signal post, place two fog signals on the rail about 10 m, apart so that the same on explosion under the wheels of an engine will warn the Loco Pilot of his proximity to the Home Signal (first stop signal) of the station. The position of the Fog signal post, the Fog signals and the Fog signaller are shown in the diagram below:-

**POSITION OF FOG SIGNALMAN**



2. **SR 3.64.07 (c) (ii)** – One Fog signalman shall be sent to each of the fog signal posts which are erected at all stations in rear (i.e, outside) of the first stop signal.
3. The existing **SR 7.01.01** is deleted.
4. **SR 9.11.01** – After notice of any signal failure in Automatic signalling section the Loco Pilot shall immediately convey the failure quoting signal no.(s) to the SMs of concerning stations through available means of communication and further report the matter to the SM/Lobby in-charge in writing quoting signal no(s) where he completes his duty or to SM of first stopping station in the direction of movement where the train is controlled.

(S.A.Sharma)

Dy.Chief Operation Manager/Spl.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur



**Addendum & Corrigendum No. 26 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 -

The following rules are amended with the approval of the competent authority (PCOM/SECR):-

(1) Existing GR 1.01 is revised as below:-

GR 1.01- Short title and commencement:-

(1) These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2020.

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

(2) Existing GR 4.10 sub rule (1) is revised as below:-

"The speed of trains over non-interlocked facing points shall not exceed 30 kilometres an hour in any circumstances and the speed over turn-outs and cross overs shall not exceed its permissible speed or 30 kilometres an hour which ever is less, unless otherwise prescribed by approved special instructions, which may permit a higher speed".

  
(D.S. Tomar) 13/03/20

Dy. Chief Operation Manager/FOIS  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 13.03.2020

**Addendum & Corrigendum No. 27 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

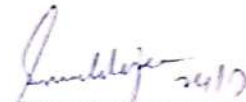
The following SRs are revised with the approval of the competent authority (PCOM/SECR):-

The following SR 4.42.01(d) & (e) are revised as follows:-

**SR 4.42.01(d):-** In case of EMU/MEMU/DMU/DEMU (Push & Pull) trains exchange of all right signals between Motorman/Loco Pilot and Guard shall be by ringing of bell in their cab as per code laid down in SR 4.51.01.

The exchange of signals between Loco Pilot and Guard of the trains having air conditioned Guard's compartment, shall not be required in case when a train starts after stopping outside station limit.

**SR 4.42.01(e):-** The Guard of the trains having air conditioned Guard's compartment, is not required to acknowledge hand signal given by Station staff/Cabinman/Gateman and LP/ALP/Guard of running train in section but a sharp look out must be kept by him for enabling to stop the train by seeing a danger signal being exhibited by Station Staff/Cabinman/Gateman and LP/ALP/Guard of running train/Engg. staff in section.

  
(Dr. S.N. Mukherjee)

Dy. Chief Operation Manager/Chg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 24.07.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

  
Dy. Chief Operation Manager/Chg.



**Addendum & Corrigendum No. 28 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following new SR is added with the approval of the competent authority (PCOM/SECR):-

The following new SR 4.25.05 is added in page no. 139 as follows:-

**SR 4.25.05:-**The push & pull freight train operation is a configuration or mode of train operation where locomotives are attached on both ends of the train. The brake van is eliminated in this train composition. The train may be driven from both ends, based on the direction of traffic.

**Duties of front and rear crews in push & pull train:-**

1. The train will run with working crews at front and rear locomotives and without Guard.
2. The LP deployed in the rear locomotive will perform the duties of Guard. The responsibilities of Guard will be devolved on the LP of rear locomotive according to the direction of the traffic.
3. Before starting/stopping/controlling, the leading crew should start the train after exchanging 'all right signal' with rear LP/ALP.
4. In case of abnormal situations, the LP/ALP of the rear loco should protect the rear side of the train as laid down in GR 4.44, 6.03, 9.10 and SRs thereto.
5. The rear loco ALP should make the "Loco Pilot's & Guard's Combined Train Report" with full particulars of both leading crew and rear crew.
6. In case of GDR, it will be conducted both by the crews of the front and rear locomotives.
7. All other safety and train working instructions will remain the same.

  
(Rashmi Gautam)

Dy.Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 19.08.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Plg.

**Addendum & Corrigendum No. 29 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SRs are revised/incorporated with the approval of the competent authority (PCOM/SECR):-

1. The following SR 3.75.01(ii) is revised as follows:-

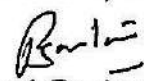
**SR 3.75.01(ii):-** If the Station Master, on being contacted over IB Post telephone by the Loco Pilot of the standing train at IBS signal which is defective, he shall, after obtaining 'Line Clear' for the train from the station in advance, authorise the Loco Pilot on telephone to pass the Intermediate Block Stop Signal at 'ON' and enter the Block Section ahead. He shall give the Loco Pilot 'Private Number' and 'Identification Number' under which he has received 'Line Clear' for the train from the station in advance.

The Loco Pilot shall then sound one short, one long and one short whistle and on receipt of Guard's signal shall proceed ahead duly exchanging signal with him at normal speed subject to observance of other speed restrictions of section in force.

2. The following SR 3.75.04 is revised as follows:-

**SR 3.75.04:-** When Station Master on becoming aware that, IBS signal is defective, before dispatching a train from station the written authority as mentioned in GR 3.75(4) shall be in form T-375 for double line section supported by Private number and Identification number and in single line section T-375 along with Paper line clear ticket in which Private number and Identification number obtained from the station in advance in support of 'Line Clear' shall be recorded. Display of 'proceed' hand signal at the foot of defective Intermediate Block Stop Signal may be dispensed with. In such case, the Loco Pilot shall pass the IBS signal at "ON" at normal speed subject to observance of other speed restrictions of section in force.

3. **SR 3.75.06:-** The new Operating form no. T/375 (Authority to pass Intermediate Block Stop Signal in "ON" or defective position) is added. This Operating form shall be printed in "BLUE" color in white background & the format of T/375 is enclosed in **Annexure-I.**

  
(Rashmi Gautam)  
Dy.Chief Operation Manager/Plg.  
For Principal Chief Operations Manager

No. SEC/TRA/GSR/425/20

Dt. 27.08.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. PCOM, PCEE/SER & ECoR.
6. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
7. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
8. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Plg.

**Annexure-I**

फॉर्म सटी/Form No.T/375

क्रम स Sr. no.-----

दक्षिण पूर्व मध्य रेलवे

**SOUTH EAST CENTRAL RAILWAY**

ऑन या खराब स्थिति में आई बी एस सिगनल को पार करने के लिए प्राधिकार  
**AUTHORITY TO PASS IBS Signal IN 'ON' OR DEFECTIVE POSITION**  
(रिकार्ड/लोको पायलट Record/Loco Pilot)

Station.....स्टेशन

दिनांक Date.....

समय Time.....

To

The Loco Pilot of Train no गाडी न .....Up/Down अप/डाउन के लोको पायलट को

आपको "ऑन" स्थिति में खराब (मध्यवर्ती ब्लॉक रोक सिगनल) आई बी एस सिगनल न..... स्टेशन ..... एव  
स्टेशन ..... के मध्य, अनुभाग में अन्य गति प्रतिबंधों को मानते हुए "सामान्य" रफ्तार से पार करने के लिए  
प्राधिकृत किया जाता है।

You are hereby authorized to pass the defective (Intermediate Block Stop Signal) **IBS**  
signal no.....between station ..... & ..... at "ON" position at normal  
speed subject to observance of other speed restrictions of section inforce.

लाइन क्लियर ..... स्टेशन से मिला, प्राइवेट न ..... (अंकों में) ..... (शब्दों में) और पहचान क्रमांक .....  
(अंकों में) ..... (शब्दों में)।

Line clear has been obtained from station..... Private no. (In figures).....  
.....(In words).....& Identification no received (In figures).....(In  
words) .....

.....  
लोको पायलट के हस्ताक्षर  
Signature of Loco Pilot

.....  
स्टेशन मास्टर का हस्ताक्षर  
Signature of Station Master

दिनांक Date.....

स्टेशन मास्टर का मोहर Station Master Stamp





**Addendum & Corrigendum No. 4 to Block Working Manual 2008**  
**of S.E.C Railway**

In Block Working Manual edition 2008 -

With the approval of the competent authority (PCOM/SECR), followings are revised as follows:-

1. In "Appendix-B" of Block Working Manual, the word "**IBS signal**" is deleted from existing "Operating Form no. T/369 (3b)" [Authority to pass signals in "ON" or Defective position].

2. In Appendix – "B" of Block Working Manual is revised as follows:-

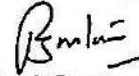
**REVISED APPENDIX – "B"**

The books and forms used in SEC Rly. in connection with the movement of trains, specimen of each form is given in the annexure as follows:-

| Sl. No. | Name of books/forms   | Form no.                     | Anx. No. |
|---------|---|------------------------------|----------|
| 1       | Signal & Telecommunication Disconnection / Re-connection Notice.  | S&T (T/351)                  | 1        |
| 2       | Advance Authority to Pass Defective Signals.  | T/369(1)                     | 2        |
| 3       | Authority to Pass Signals in 'On' or Defective Position   | T/369 (3b)                   | 3        |
| 4       | Authority to pass Intermediate Block Stop Signal in "ON" or defective position  | T/375                        | 4        |
| 5       | (a) Caution Order.<br>(b) 'NIL' Caution Order.<br>(c) 'Reminder' Caution Order.   | T/ 409<br>T/A 409<br>T/B 409 | 5        |
| 6       | Train Examination Advise/Report   | T/431                        | 6        |
| 7       | Caution Order Register  | T/469                        | 7        |
| 8       | Authority to Receive a Train on an Obstructed Line  | T/509                        | 8        |
| 9       | Authority to Receive a Train on a Non Signaled Line   | T/510                        | 9        |
| 10      | Authority to Start from a Non-Signaled Line.  | T/511                        | 10       |
| 11      | Authority to Start from a Line with Common Starter Signal.  | T/512                        | 11       |
| 12      | Authority to Proceed for Relief Engine/Train into an Occupied Block Section   | T/A 602                      | 12       |
| 13      | Authority for Opening Communication during Total Interruption of Communication on Single Line Section.                            | T/B 602                      | 13       |
| 14      | Authority for Working of Trains during Total Interruption of Communication on Double Line Section.                                | T/C 602                      | 14       |
| 15      | Authority for Temporary Single Line Working on Double Line Section.   | T/D 602                      | 15       |
| 16      | Line Clear Inquiry Message asking Line Clear for Despatch of Trains during Total Failure of Communication on Single Line Section. | T/E 602                      | 16       |
| 17      | Conditional Line Clear Message.   | T/F 602                      | 17       |
| 18      | Conditional Line Clear Ticket (Up).   | T/G 602                      | 18       |
| 19      | Conditional Line Clear Ticket (Dn).   | T/H 602                      | 19       |
| 20      | Message on Restoration.   | T/I 602                      | 20       |
| 21      | Written Permission by Guard to Loco Pilot to Proceed to next Station from Mid Section.  | T/609                        | 21       |
| 22      | Shunting Order  | T/ 806                       | 22       |
| 23      | Authority to Pass Automatic/Semi Automatic/Manually Operated/Gate Stop Signals.   | T/A 912                      | 23       |

Cont...(2)

|    |   |          |    |
|----|---|----------|----|
| 24 | Authority to Proceed without Line Clear on Automatic Block Signalling Territory.            | T/B 912  | 24 |
| 25 | Authority to Proceed for Relief Engine / Train in to an Automatic Block Signalling Section. | T/C 912  | 25 |
| 26 | Authority to Proceed on Automatic Block System during prolonged failure of Signals.         | T/D 912  | 26 |
| 27 | Train Intact Arrival Register.  | T/ 1410  | 27 |
| 28 | Line Clear Inquiry and Reply Message Book (for Train Despatching Station).                  | T/A 1425 | 28 |
| 29 | Line Clear Inquiry and Reply Message Book (for Train Receiving Station).                    | T/B 1425 | 29 |
| 30 | Paper Line Clear Ticket (Up).   | T/C 1425 | 30 |
| 31 | Paper Line Clear Ticket (Dn).   | T/D 1425 | 31 |
| 32 | Trolley Lorry / OHE Ladder Trolley Notice.  | T/1518   | 32 |
| 33 | Motor Trolley Permit.   | T/1525   | 33 |
| 34 | Competency Certificate for Working Points and Signals at Station.                           | OP/T 1/A | 34 |
| 35 | Certificate for Competency for Working Block Instruments.                                   | OP/T 1/B | 35 |
| 36 | Competency Certificate for Working Points & Signals at Station provided with PI/EI/RRI/SSI. | OP/T 1C  | 36 |
| 37 | Controller's Train Control Order Register   | OP/T 456 | 37 |
| 38 | Train Signal cum Log Register   | OP/T 28  | 38 |
| 39 | Token Register  | SI/14    | 39 |
| 40 | Disconnection/Reconnection memo for Block Instrument.                                       | SI/16    | 40 |



(Rashmi Gautam)

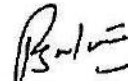
Dy.Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 27.08.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. PCOM, PCEE/SER & ECoR.
6. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
7. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
8. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/Plg

## Revised Form

फॉर्म स टी **Form No.T/369(3b)**

क्रम स Sr. no.-----

दक्षिण पूर्व मध्य रेलवे

**SOUTH EAST CENTRAL RAILWAY**

ऑन या खराब स्थिति में सिगनलों को पार करने के लिए प्राधिकार

### **AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION**

(रिकार्ड/ लोको पायलट Record/ Loco Pilot)

Station.....स्टेशन

दिनांक Date.....

समय Time.....

To

The Loco Pilot of Train no गाडी न .....Up/Downअप/ डाउन के लोको पायलट को

सिगनल का न और विवरण [.....]

Description and no. of signals [.....] AT STATION.....स्टेशन पर सिगनल खराब हो गया है/गए है।

[.....]Is/are OUT OF ORDER.

[.....]

आपको 'ऑन' स्थिति में खराब बाहरी/होम/इनर होम/ मार्ग सूचक/स्टार्टर/मध्यवर्ती स्टार्टर/ अग्रिम स्टार्टर सिगनल/सिगनल को ऐसी रफ्तार से पार करने के लिए प्राधिकृत किया जाता है जो 15 कि मी प्र घ से अधिक न हो।

You are hereby authorized to pass the defective Outer/Home/Inner Home/Routeing/Starter/Intermediate Starter/Advance Starter signal/s at 'ON' position at a speed not EXCEEDING 15 KMPH.

\* गाडी लाईन न (अको में) एव (शब्दों में) पर प्रवेश करेगी।

\* The train will be admitted on line no.(In words).....and (figures).....

\*\* अग्रिम स्टार्टर सिगनल/ अंतिम रोक सिगनल में खराबी होने पर लाइन क्लियर स्टेशन से बिजली संप्रेषण यंत्र पर प्राप्त की जा चुकी है। प्राप्त किया गया प्राइवेट न (शब्दों में) (अको में) ।

\*\* In case of failure of Advance Starter Signal/Last Stop Signal Line clear has been obtained on Electrical Communication Instrument from .....station. Private no. received (in figures).....(in words).....

.....  
लोको पायलट के हस्ताक्षर  
Signature of Loco Pilot

.....  
स्टेशन मास्टर का हस्ताक्षर  
Signature of Station Master

Station Master Stamp  
स्टेशन मास्टर का मोहर

दिनांक Date-----

\*यदि मार्ग सूचक/ इनर होम/ होम सिगनल खराब हो जाता है। In case of Routing/Inner Home/ Home Signal is defective.

\*\* यदि दोहरी लाइन वाले क्षेत्र में अग्रिम स्टार्टर/ अंतिम रोक सिगनल में खराबी आ जाती है।

In case of failure of Advance Starter/Last Stop Signal on Double Line Territory.

### **INSTRUCTIONS**

जो लागू न हो उसे काट दें। Strike out whichever is not applicable.

इस प्राधिकार पर चलने वाले लोको पायलट इस फॉर्म के पीछे उल्लेखित अनुदेशों का पालन अवश्य करें।

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

**Addendum & Corrigendum No. 30 to General and Subsidiary Rule Book 2013  
of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following new SR is added with the approval of the competent authority (PCOM/SECR):-

The following new SR 3.78.05 is added as follows:-

(a) Whenever LPs and ALPs are not booked to work trains for a period exceeding four months, they first must be booked to work in goods train for two trips to familiarize themselves with the section(s) and get required level of enginemanship accompanied by a Loco Inspector before working trains.

(b) Similarly, whenever Guards are not booked to work trains for a period exceeding four months, they first must be booked to work in goods train for two trips to familiarize themselves with the section(s) and duties accompanied by a DTI before working trains independently.

(Rashmi Gautam)  
Dy. Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 29.09.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

Dy. Chief Operation Manager/Plg.



**Addendum & Corrigendum No. 31 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The existing SRs are revised/deleted with the approval of the competent authority (PCOM/SECR):-

**1. Existing SR 16.03.03 (a) (i), (ii) & (iii) in Page no. 323 are revised as follows:-**

**SR 16.03.03.—** (a) (i) The mid-section gates of level crossings, which are interlocked with Gate signals may normally be kept open to road traffic. Immediately after departure of the train, the Station Master/Cabin Master shall inform the Gateman over telephone connected at his end, the number, description and expected time of passage of the train at the gate supported by a Private Number. The Gateman shall also give his Private Number to the Station Master/Cabin Master.

(ii) If the telephone is connected with the Station/Cabin at the receiving end, this advice shall be given by the Station Master/Cabin Master to the Gateman which are interlocked over telephone supported by a Private Number as soon as he receives train entering section advice from the despatching station. The Gateman shall also give his Private Number to the Station Master/Cabin Master.

(iii) If the actual running time of the train from either end of the section up to the L.C. gate is less than, 10 minutes. Station Master/Cabinman will convey this advice to the Gateman which are interlocked before obtaining/granting line clear supported by a Private Number. The Gateman shall also give his Private Number to the Station Master/Cabin Master.

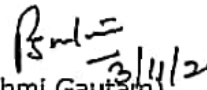
**2. The new SR 16.03.03 (a)(v) is added in Page no. 323 as follows:-**

The Gateman at the concerned interlocked LC Gate shall record the train number, line (Up/Dn/Joint), direction (Up/Dn), time of intimation/advice & the private number given and received along with time of gate signal taken 'Off' for the said train in a register in the following proforma:-

| Sl.no. | Train No. | Line (UP/DN/Joint) | Direction (UP/DN) | Time of intimation/ advice given by SM | Time of P. No. received from SM | Time of P. No. given by Gateman | Gate signal taken 'Off' time | Remarks |
|--------|-----------|--------------------|-------------------|--|---------------------------------|---------------------------------|------------------------------|---------|
|--------|-----------|--------------------|-------------------|--|---------------------------------|---------------------------------|------------------------------|---------|

**3. Existing SR 16.03.03 (b) (iv) in Page no. 324 is deleted.**

**4. Existing SR 16.03.03 (b) (v) & (vi) are renumbered as SR 16.03.03 (b) (iv) & (v) in Page no. 324.**

  
(Rashmi Gautam)

Dy.Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/20

Dt. 03.11.2020

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Plg

**Addendum & Corrigendum no. 32 to General & Subsidiary Rule Book  
2013 of SECR Railway.**

In General & Subsidiary Rule Book/SECR edition 2013:-

The following new SRs are added with the approval of the competent authority (PCOM/SECR)

- (1) SR 9.01.01:- Automatic Block System on Double line:-** In Automatic Block system the movement of trains is controlled by Stop Signals which are operated automatically by the passage of trains past the signals. No automatic signal shall assume 'OFF' aspect unless the line is clear not only upto the Stop Signal ahead but also for an adequate distance beyond it. Except under approved special instruction, this adequate distance of overlap shall not be less than 120 metres.

*Besides main line of the station yard where Semi automatic signals are provided, the other loop line(s) of the station yard (running lines) may also be provided the facility of Semi-automatic signaling to control the entry & exit of the movement of the trains if no run through restriction is in force. The operation of such signals will be in accordance with the provision of SR 9.01.02 (a) & (b) below.*

- (2) SR 9.01.02:- Automatic and Semi-Automatic Stop Signals on Double Line:-**

(a) The automatic stop signal which governs entry into an Automatic Signalling section is a multiple aspect colour light signal which is not dependent upon manual operation but is controlled automatically by the passage of a train into, through and out of the Automatic Signalling section which the signal governs. This signal shall normally display the 'OFF' aspect but shall automatically assume the 'ON' aspect immediately a train enters the signaling section. The 'ON' aspect shall be maintained until the train passes clear of the section and its overlap when the signal shall assume 'OFF' aspect automatically.

(b) Fixed Signals which require manual control each time they are taken 'OFF' are called Manual Stop signals. A fixed signal having both manual and track circuit controls and which is capable of being operated either as an Automatic Stop Signal or a Manual Stop Signal, as required, is called a Semi Automatic Stop Signal. The Semi Automatic Stop Signal when working as an Automatic Stop Signal shall conform to an Automatic Stop Signal in all matters relating to its functioning including its normal aspect. Similarly, Semi Automatic Stop Signal when working as a Manual Stop Signal shall conform to Manual Stop Signals in all matters including its normal aspect. A control may be provided to make a Semi Automatic Stop Signal to work either as an Automatic Stop Signal or as a Manual Stop Signal as required.

(c) Signals shall be so spaced as to meet the operating requirements of the section. At the same time the distance between signals shall not be so great as to, cause serious repercussions during failures or so small as to provide inadequate braking distance. If the distance between the caution and danger aspects in the case of three aspect signaling or attention and danger aspects in the case of four aspect signaling is less than the braking distance of a train, the speed of that train shall be so regulated as to bring the braking distance within the above mentioned signal spacing.

Cont....(2)



**(3) SR 9.03.01:- Automatic Block system on Single Line:-**

- (a) In Automatic Block system on Single Line the movement of trains is controlled by fixed signals which may be Manual Stop Signals or Automatic Stop Signals or Semi Automatic Stop Signals.
- (b) Manual Stop Signals shall be manually operated multiple aspect colour light signals which shall assume 'ON' aspect automatically on the occupation of the section ahead but shall assume 'OFF' aspect only when on clearance of the relevant section they are operated manually.
- (c) Automatic Stop Signals which shall be multiple aspect colour light signals operate in the direction of traffic established. Such Automatic Stop Signals as are against the direction of traffic exhibit 'ON' aspect.
- (d) Semi Automatic Stop Signals are capable of being operated either as Automatic stop Signals or as Manual Stop signals as required.
- (e) *On Single line sections provided with Automatic Block System of working, the stations where there are no loop lines or on multiple line sections (as in 3<sup>rd</sup> or 4<sup>th</sup> Bi-directional line) where there are no connections with the other running lines in the Station yard, such stations should invariably be equipped with Semi-automatic stop signals for these line(s) e.g Home & Starter signal. The operation of such signals will be in accordance with the provision of SR 9.03.02 (a) & (b) below.*

**(4) SR 9.03.02:- Manual and Automatic Stop Signals on Single Line:-**

- (a) The line between two adjacent crossing stations may be divided into a series of signaling sections and entry into each signaling section shall be controlled by a Manual Stop Signal or an Automatic Stop Signal or a Semi Automatic Stop Signals which must assume 'ON' aspect on entry of a train into the section and be maintained in that position until the train has passed clear of the next Automatic Stop Signal in advance or, when the next signal is a Manual Stop Signal, an adequate distance beyond it. The signal that governs entry into the block section shall be manual or Semi Automatic Stop Signal.
- (b) A control shall be provided to establish direction of traffic and to ensure that conflicting signals cannot be taken off and a suitable indicator provided to indicate the direction established. It shall not be possible to change the direction unless the entire line between two crossing stations and the overlap in the direction to be established are at 'ON' at either end. The mechanism of the control shall, in addition, be suitably approach locked. Except under approved special instructions, the overlap shall not be less than 180 metres.
- (c) Signal shall be so spaced as to meet the operating requirements of the sections. At the same time, the distance between signals shall not be so great as to cause serious repercussions during failures or so small as to provide inadequate braking distance. If the distance between the caution and danger aspects in the case of three aspect signals or attention and danger aspects in the case of four aspect signals is less than the breaking distance of a train, the speed of that train shall be so regulated as to bring the breaking distance within the above mentioned signal spacing.

  
(D.S. Tomar)

Dy Chief Operation Manager (FOIS)  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/G&SR/425/20

Dated 27.11.2020

**Addendum & Corrigendum No. 33 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013 –

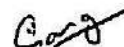
**New unified SRs 2.01.01 & 4.19.01 are added and existing SRs are revised** as follows with the approval of the competent authority (PCOM/SECR):-

**(i) SR 2.01.01** – The copy of Rules to be supplied by Railway administration under General Rule 2.01 may be hard copy or electronic copy of the document or relevant extracts thereof.

**(ii) SR 4.19.01** – Each Guard (with him/her or in Guard van) and Loco Pilot (with him/her or in Loco), while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under Rule 2.01 and a copy (in hard or in electronic form) of the working time table and the all correction slips and appendices, if any, in force on that section of the railway over which the train is to run.

**(iii) Existing SR 2.01.01 is renumbered as SR 2.01.02.**

**(iv) Existing SR 4.19.01, 4.19.02 & 4.19.03 are renumbered as SR 4.19.02, 4.19.03 & 4.19.04.**



(Vishal Garg)

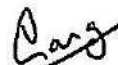
Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

No. SEC/TRA/GSR/425/20

Date: 29.12.2020.

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager

**Addendum & Corrigendum No. 34 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013 -

Existing SR 4.65.01 is revised as follows with the approval of the competent authority (PCOM/SECR):-

**SR 4.65.01** – 'On Track' Track Maintenance machines are self propelled Track Maintenance Machines. These machines shall be worked as a train under the system of working applicable and shall be treated as a train as defined in GR 1.02 (58) for the purpose of working on open line. However, there need not be any Guard or Brake Van attached to the machine. The duties of Guard shall devolve on the in-charge of the machine/machines. Accompanying in-charge of the machine/machines will be responsible for co- ordination in movement and working of the machines.

During day or Night hours when the view is clear and adequate lighting arrangements have been made, Upto 10 'ON TRACK' Track Maintenance Machines can be allowed under one authority to proceed for working within the Block Section and proceed to next station or come back. All 'ON TRACK' Track Maintenance Machines must leave and enter the station "at a time" one after another.

In case of shifting of group of Track Maintenance Machines from one depot to another depot, all the Machines shall be attached in a formation and allowed under one authority to proceed after observing the following guidelines.

The composition of the formation would be as follows:-

- (i) Loco.
- (ii) Camping Coaches of Track Machine staff.
- (iii) Track Machines in the order of heaviest being next to Camping Coaches and the lightest being the last vehicle.

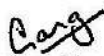
Speed of the entire formation shall be regulated as per the lowest permissible speed permitted as per the Speed Certificate issued by RDSO for individual Track Machines as amended by RDSO from time to time.

A Guard shall be booked for manning the last vehicle.

The Crew and Guard shall perform GDR examination at the starting station as per extant instructions and shall compute the Brake Power as per the extant instructions.

The Track Machine Supervisor will carry a copy of RDSO Speed Certificate for individual machine including the latest amendments for the guidance of train crew.

In case of thick, foggy and tempestuous weather as well as during the total failure of communication, the machines can not be permitted to work on line under this arrangement.

  
(Vishal Garg)  
Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur



**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

  
Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager

**Addendum & Corrigendum No. 35 to General and Subsidiary Rule Book 2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013 –

The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 157(E) dated 08.03.2021:-

(1) Existing GR 1.01 is substituted as below:-

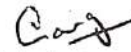
GR 1.01 – Short title and commencement:-

(i) These rules may be called the Indian Railways (Open Lines) General Amendment Rules, 2021.

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

(2) Existing GR 3.07 sub rule (7) is substituted as below:-

"Under approved special instructions, a colour light Distant signal may 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. When a colour light Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a Stop signal protecting a level-crossing, arrangements shall be such that signal shall not display a less restrictive aspect than the stop aspect till Line Clear has been obtained from the station ahead as in case of (i) and (ii) above and until the level-crossing gates have been closed and locked for the passage of trains as in case of (iii) above."



(Vishal Garg)

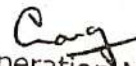
Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

No. SEC/TRA/GSR/425/21

Date: 26.03.2021.

**Circulations:**

1. Secy./SECR for kind information of GM.
2. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
3. DRM/BSP, R & NGP.
4. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
5. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
6. Principal- ZRTI/SINI, MDZTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager



**Revised Addendum & Corrigendum No. 28 to General and Subsidiary  
Rule Book 2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

SR 4.25.05 is revised with the approval of the competent authority (PCOM/SECR):-

The existing SR 4.25.05 is revised as follows:-

**SR 4.25.05:-**The push & pull freight train operation is a configuration or mode of train operation where locomotives are attached on both ends of the train. The brake van is eliminated in this train composition. The train may be driven from both ends, based on the direction of traffic.

Duties of front and rear crews in push & pull train:-

1. The train will run with working crews at front and rear locomotives and without Guard.
2. The LP deployed in the rear locomotive will perform the duties of Guard. The responsibilities of Guard will be devolved on the LP of rear locomotive according to the direction of the traffic.
3. Before starting/stopping/controlling, the leading crew should start the train after exchanging 'all right signal' with rear LP/ALP.
4. In case of abnormal situations, the LP/ALP of the rear loco should protect the rear side of the train as laid down in GR 4.44, 6.03, 9.10 and SRs thereto.
5. The rear loco ALP should make the "Loco Pilot's & Guard's Combined Train Report" with full particulars of both leading crew and rear crew.
6. In case of GDR, it will be conducted both by the crews of the front and rear locomotives.
7. All other safety and train working instructions will remain the same.
8. If locomotives in pair (Front & Rear) are provided with the facility of Distributed Power Wireless Control System (DPWCS), then only LP will be deputed in rear locomotive and he shall work all the duties of ALP/Guard as mentioned above.

  
(Vishal Garg)

Dy.Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/21

Dt. 25.06.2021

**Circulations:**

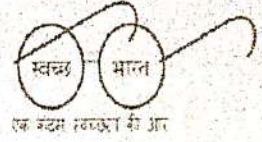
1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Plg.





दक्षिण पूर्व मध्य रेलवे  
South East Central Railway



प्रधान मुख्य परिचालन प्रबंधक का कार्यालय, ग्राउंड फ्लोर, नया जोनल भवन, बिलासपुर (छ.ग.) -  
495004

Office of the Principal Chief Operations Manager, Ground Floor, New Zonal  
Building, Bilaspur (CG) - 495004

No. OPTG/SECR/425/21

Dated: 08.07.2021

Sub:- Revised Addendum & Corrigendum No. 28 to General and Subsidiary Rule Book 2013 of S. E. C. Railway is read as Addendum & Corrigendum No. 36.

A Revised Addendum & Corrigendum No. 28 to General and Subsidiary Rule Book 2013 of S. E. C. Railway has been issued on 25.6.2021 regarding working of push & pull freight train operation.

Henceforth, Revised Addendum & Corrigendum No. 28 to General and Subsidiary Rule Book 2013 of S. E. C. Railway is read as Addendum & Corrigendum No. 36 to General and Subsidiary Rule Book 2013 of S. E. C. Railway.

(Vishal Garg)

Dy Chief Operation Manager/Plg.

**Circulations:**

1. Secy./SECR for kind information of GM.
2. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
3. DRM/R, NGP, ~~BSP~~.
4. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
5. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
6. Principal- ZRTI/SINI, MDZTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

Dy Chief Operation Manager/Plg.



**Addendum & Corrigendum No. 37 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book- 2013

Existing SR 4.65.03 is revised as follows with the approval of the competent authority (PCOM/SECR):-

**SR 4.65.03: Competency certificate:-**

SSE/JE of the Track Machine shall not use/operate the Track Machine unless;

(a) SSE/JE of Track Machines is in possession of a valid Track Maintenance Machine working Competency Certificate which will be issued in token of his being competent to operate the machine. This Certificate will be issued by Dy. CE/TM Line or an officer authorized by him and will be valid for 3 years.

(b) SSE/JE working the track machine to acquaint himself with the system of working, location of signals and other local conditions affecting running of trains on a section(s) of the railway over which he is to work and if he is not so acquainted with any portion of the railway over which he is to work, obtain the services of qualified railway servant who is conversant with it to assist him by requesting the office of Dy. CE/TM Line.

SSE/JE of the Track Machine will take road learning as prescribed for train Loco Pilots. Entry to this effect shall be made in the competency book kept on the machine. SSE(TM)/SDI of concerned satellite depot shall issue Competency Certificate after duly countersigned by Dy. CE/TM Line and will be valid for two years.

(c) SSE/JE of the Track Machines responsible for operating/running of the machines shall follow the schedule of initial training in train working rules as prescribed for train Loco Pilots. They are to undergo initial as well as Refresher course training successfully. Refresher training shall be done every 3 years. Certificate of satisfactory completion of training should be kept in the personal custody of the official and produced when required.

(d) He must possess a valid certificate of medical fitness in A-3 category issued by a Railway Doctor. Period of PME shall be as prescribed for train Loco Pilots.



(Vishal Garg)

Dy Chief Operation Manager/Plg.  
For Principal Chief Operations Manager  
S.E.C.Railway, Bilaspur

Date: 10.08.2021

No. SEC/TRA/GSR/425/21

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy Chief Operation Manager/Plg.

**Addendum & Corrigendum No. 38 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Following SRs are added/revised with the approval of the competent authority (PCOM/SECR):-


1. The existing SR 9.03.01 (e) is revised as follows:-

On Single line or Joint line section (Bi-directional) provided with Automatic Block System of working, all arrival & departure signals (Home signal & Starter Signal) of a Station shall invariably be Semi-automatic signals unless otherwise, which shall be permitted only through Special Instructions. The operation of such signals will be in accordance with the provision of SR 9.03.02 (a), (b) & (c).

2. The new SR 9.03.02 (c) is added as follows:-

A fixed signal having both manual and track circuit controls and which is capable of being operated either as an Automatic Stop Signal or a Manual Stop Signal, as required, is called a Semi Automatic Stop Signal. The Semi Automatic Stop Signal when working as an Automatic Stop Signal shall conform to an Automatic Stop Signal in all matters relating to its functioning including its normal aspect. Similarly, Semi Automatic Stop Signal when working as a Manual Stop Signal shall conform to Manual Stop Signals in all matters including its normal aspect. A control may be provided to make a Semi Automatic Stop Signal to work either as an Automatic Stop Signal or as a Manual Stop Signal as required.

3. The existing SR 9.03.02(c) is re-numbered as SR 9.03.02(d).

  
(Vishal Garg)

Dy.Chief Operation Manager/Plg.& freight  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/21

Dt. 28.09.2021

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Plg.& freight



**Addendum & Corrigendum No. 39 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Existing SR 4.25.02 (2) (b) (ii) is revised with the approval of the competent authority (PCOM/SECR):-

(1) The Existing SR 4.25.02 (2) (b) (ii) is revised as follows:-

**SR 4.25.02(2)(b)(ii)** - Such train shall be provided with minimum permissible brake power percentage as prescribed in Operating Manual/ IR edition 2008. Brake-van or last vehicle wagon at the rear end of the train shall be fully air braked with operative cylinders. If a Guard is not provided at the originating station or at the intermediate station, the Loco Pilot on being informed by the Station Master of same, shall conduct continuity test with the help of Train Examiner if available or with the staff nominated by Station Master and ensure/confirm it through walkie talkie that proper air pressure continuity is available from engine to the last vehicle and endorsement in this effect will be made by the Train Examiner if available or by the Station Master on the BPC as the case may be.

  
(Vishal Garg)

Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/21

Dt. 01.10.2021

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/ Frt. & Plg

**Addendum & Corrigendum No. 40 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SR is revised with the approval of the competent authority (PCOM/SECR):-

(1) The existing SR 3.78.04 is revised as follows:-

**SR 3.78.04** The Loco Pilot shall take action in regard to speed of the train during fog as under:-


- (i) During fog when the Loco Pilot in his judgement feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction, this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgment of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:-
  - (a) After passing Automatic stop signal at "Green" the speed not to exceed 75 kmph.
  - (b) After passing an Automatic stop signal at 'Double Yellow' the speed not to exceed 30 kmph.
  - (c) After passing an Automatic stop signal at 'Yellow' the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

**Note (i)** – In case fog safe device is not available in locomotives or the device fails en-route the maximum speed of 75 kmph as indicated above shall be reduced to 60 kmph or less subject to judgement of Loco Pilot.

**Note (ii)** - As provided under GR 4.16(1)(b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.

**Note (iii)**-First Stop Signal location kilometre chart of every station be provided to each Loco Pilot in an easy to carry card.

**Note (iv)**-Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".

  
(Vishal Garg)  
Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/21

Dt. 10.11.2021

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

*C. X*

Dy. Chief Operation Manager/Frt. & Plg.



**Addendum & Corrigendum No. 41 to General and Subsidiary Rule Book 2013**  
**of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Following new SRs are added with the approval of the competent authority (PCOM/SECR):-

(1) New SR 9.01.02 (d) is added as follows:-

**SR 9.01.02(d)** - All yard controlled 'Semi-automatic Signals' shall be kept in 'Automatic' mode in Normal condition. However, it may be turned into 'Manual' mode as and when required for the purpose of yard shunting, passing road traffic at LC Gate etc.

(2) New SR 9.03.02 (e) is added as follows:-

**SR 9.03.02 (e)** – All yard controlled 'Semi-automatic Signals' shall be kept in 'Automatic' mode in Normal condition. However, it may be turned into 'Manual' mode as and when required for the purpose of yard shunting, passing road traffic at LC Gate etc.

*Carg*  
(Vishal Garg)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/21

Dated 11.11.2021

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

*Carg*  
**Dy.Chief Operation Manager/ Frt.& Plg.**

**Addendum & Corrigendum No. 42 to General and Subsidiary Rule Book 2013**  
**of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following new SR is added with the approval of the competent authority (PCOM/SECR):-

(1) New **SR 16.03.03 (a) (vi)** is added as follows:-

**SR 16.03.03 (a) (vi) :** (a) In automatic Block System , mid-section semi-automatic Gate Signal protecting a level crossing gate which is normally 'CLOSED' to road traffic , shall be kept in automatic mode in normal condition.

(b) And for mid-section semi-automatic Gate Signal protecting a level crossing gate which is normally 'OPEN' to road traffic , whenever, Gateman operates the Gate Signal on a particular line (direction) for passage of trains after Closing the gate, he shall put the Gate Signals of other (adjacent) lines too in 'auto-mode' (for Joint Line as per the established direction of traffic).

In either course (a or b) , the Gate Signals of all lines running across the LC gate shall at all times be kept in 'auto-mode', i.e. at all times the gate signals shall be kept in OFF position , if the LC gate is in closed position.



(Vishal Garg)

**Dy. Chief Operations Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur**

No. SEC/TRA/GSR/425/21

Dated 17.12.2021

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



**Dy. Chief Operations Manager/ Frt. & Plg.**



**Addendum & Corrigendum No. 43 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Following SR is revised with the approval of the competent authority (PCOM/SECR):-

The existing SR 3.40.03 is revised as follows:-

**SR 3.40.03** -Trains carrying passengers shall not be admitted into a Goods yard or on the Goods loop or the line for which a ringed semaphore signal has been provided. If for any reason a train carrying passengers is required to be admitted on Goods loop or in Goods yard, the Station Master, when time permits, shall advise the station in rear to issue Caution Order to the Loco Pilot and Guard stating that, the train shall be received on Goods yard or Goods loop. In this case, the train shall be admitted directly on signal.

When Caution Order is not issued to Loco Pilot & Guard by Station Master from rear station, then SM shall send a memo in duplicate to the Loco Pilot informing the facts and obtain his acknowledgement. In this case, train shall be stopped at the first Stop signal and then the signals shall be taken 'off '.

The Loco pilot shall observe the speed to 10 KMPH while the train is entering in the Goods Yard or Goods loop in both the cases above.



(Vishal Garg)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/G&SR/425/22

Dated 02.02.2022

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/ Frt.& Plg.



**Addendum & Corrigendum No. 44 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Following SRs are revised with the approval of the competent authority (PCOM/SECR):-

(1) The existing SR 4.01.01 is revised as follows:-

**SR 4.01.01 - Checking of time by Section controller.**

- (a) On receipt of correct standard time daily at 14.10 hours from the Telecommunication Inspector of each Divisional Test Room, Chief Controller or in his absence, Deputy Chief Controller of each Divisional Control Office shall check the time from GPS clock provided at Divisional Control office. He shall then use common ring to communicate at 16.00 hours to all the Section Controllers. He shall also transmit the correct time to other Sub/Area control offices in the same division.
- (b) The Section Controller shall then ring up the stations under his control and transmit the correct time.
- (c) Each Control Office, Sub/Area Control offices and the stations will then arrange to correct the time in the clock and entries shall be made in a register maintained in Control Office, Sub/Area Control offices and in Station Master's Diary by Station Master if time is adjusted.

(2) The existing SR 4.01.02 is revised as follows:-

**SR 4.01.02** -The Station Masters are also responsible for ensuring the correct standard time is maintained at station clock and they should ascertain the same from Section Controller at 16.00 hours daily.



(Vishal Garg)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dated 08.03.2022

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/ Frt.& Plg.



**Addendum & Corrigendum No. 45 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 195(E) dated 14.03.2022 & Subsidiary Rules are revised/deleted with the approval of the Competent authority (PCOM/SECR):-

(1) Existing GR 1.01 is revised as follows:-

GR 1.01 – Short title and commencement:-

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

(2) Existing GR 4.35 is revised as follows:-

GR 4.35 - Starting of trains —

(1) A Loco pilot shall not start his train from a station without the authority to proceed. Before starting the train, he shall satisfy himself that all correct fixed signals and, where necessary, hand signals are given and the line before him, is clear of visible obstructions and the Guard has given the signal to start. Guard shall see, before giving the starting signal, that all is right for the train to proceed.

(2) The Station Master and Guard may be assigned any role or duty to ensure the safety in the manner as specified by special instructions.

(3) The Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is traveling in any compartment or vehicle or roof of the vehicle not intended for the use of passengers.

(4) In case of any travelling in contradiction to Sub-rule(3), the Guard, Loco Pilot or Assistant Loco Pilot shall take help, if necessary from Government Railway Police, Railway Protection Force and Station Staff to remove the unauthorised person from the compartment or vehicle or roof of the vehicle.

(3) Existing SR 4.35.02 & SR 4.35.03(c) are deleted.

(4) Existing SR 4.35.05 is revised and Re-numbered as SR 4.35.04 follows:-

SR 4.35.04 - The term 'all is right' mentioned in sub rule (1) of General Rule 4.35 include ensuring taking off of the relevant starter signal except in the case of starting a train from a non- signaled line which includes compliance to GR 5.11 and SR 5.11.01. 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.

(5) Existing SR 4.35.03, SR 4.35.03(d), SR 4.35.04 & SR 4.35.05 are re- numbered as SR 4.35.02, SR 4.35.02 (c), SR 4.35.03 & SR 4.35.04 respectively.

  
(Vishal Garg)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur


No. SEC/TRA/GSR/425/22

Dated: 11.04.2022



**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/ Frt.& Plg.



**Addendum & Corrigendum No. 46 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following Subsidiary Rules are revised/added with the approval of the Competent authority (PCOM/SECR):-

(1) Existing SR 4.19.02(a)(xix) is revised as follows:-

SR 4.19.02(a)(xix) – Walkie Talkie set with additional spare battery(pooling) - One .

(2) New item no. (xi) is added in SR 4.19.02(b) as follows:-

SR 4.19.02(b)(xi) - Walkie Talkie set with additional spare battery (pooling) - One.

(3) New item no. (xvii) is added in SR 4.19.02(c) as follows:-

SR 4.19.02(c)(xvii) - Walkie Talkie set with additional spare battery (pooling)-One.

(4) New item no. (xiv) is added in SR 4.19.02(d) as follows:-

SR 4.19.02(d)(xiv) - Walkie Talkie set with additional spare battery (pooling) - One.

(5) New SR 15.09.03(e) is added as follows:-

SR 15.09.03(e) - Periodical notice of Engineering restriction:-

For works involving restrictions of speed of trains the Sr.DEN/DEN will arrange publication in the periodical gazette of the Railway, furnishing the following details:-

(i) Names of block stations on either side of the site of work for the purpose of the issue of caution orders;

(ii) kilometrage of the site of work.

(iii) The restricted speed limit and/or stops to be observed by the Loco Pilots;

(iv) Nature of the work being under taken or reasons for the restriction;

(v) Probable duration of the restriction.

(vi) The Sr.DEN/DENs of the concerned section shall on weekly basis jointly review the restrictions to be imposed alongwith Sr. DOM, the frequency may be reduced, if required on exigency, as decided jointly.

(vii) The concerned Sr.DEN/DENs shall also collect the restrictions required by other departments and the same should also be included in the weekly restrictions required.

(viii) The Sr.DEN/DENs shall ensure that all the restrictions including other departments should be within the allowed ETA of the concerned section. Under no circumstances shall cautions be beyond allowed ETA. However, Sr.DOM may on exceptional cases permit beyond ETA only on exigency basis.

(Arjun Sibal)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

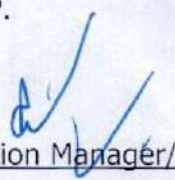
No. SEC/TRA/GSR/425/22

Dated: 26.04.2022



**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/ Frt.& Plg.



E 312221  
31.05.22

**Addendum & Corrigendum No. 47 to General and Subsidiary Rule Book  
2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SRs are added/revised with the approval of the competent authority (PCOM/SECR):-

(1) New item no. (j) is added in Existing SR 4.23.02 as follows:-

SR 4.23.02(j) – Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) of GR 4.17, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied **and he need not with hold closing of block section in rear as prescribed in clause (b) and (c) of sub rule 2 of GR 4.17 in such cases.**


The section where above provisions and conditions are not provided between block stations, then Station Master shall act as per GR 4.17 (2).

(2) New item no. (xi) is added in Existing SR 4.25.02(2)(b) as follows:-

SR 4.25.02(2)(b)(xi) - Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) of GR 4.17, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied **and he need not with hold closing of block section in rear as prescribed in clause (b) and (c) of sub rule 2 of GR 4.17 in such cases.**

The section where above provisions and conditions are not provided between block stations, then Station Master shall act as per GR 4.17 (2).

(3) Existing Item no. (xi), (xii), (xiii), (xiv) & (xv) of SR 4.25.02(2)(b) is renumbered as (xii), (xiii), (xiv), (xv) & (xvi) respectively.

  
(Arjun Sibal)


Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dt. 30.05.2022

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Frt. & Plg.



**Addendum & Corrigendum No. 48 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following New SR 4.10.03 is added with the approval of the Competent authority (PCOM/SECR):-

- (1) SR 4.10.03 - Precautions to be followed during Non Interlocking working with 30 Kmph speed:-
- (i) Clamp with 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 point shall be checked by Operating Staff.
  - (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 at 30 Kmph.

(Arjun Sibal)

Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dated: 17.06.22

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

Dy.Chief Operation Manager/ Frt.& Plg.

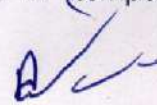


**Addendum & Corrigendum No. 49 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Addendum & Corrigendum no. 48 issued on 17.06.22 is revised with the approval of Competent authority (PCOM/SECR) as follows:-

- (1) SR 4.10.03 - Precautions to be followed during Non Interlocking working with 30 Kmph speed:-
- (i) Clamp with padlocking of points by using suitable clamps.
  - (ii) Free Home Signal , Starter and Adv. Starter Signals shall be given.
  - (iii) Integrity of point shall be checked by Operating Staff.
  - (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 at 30 Kmph.



(Arjun Sibal)

Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dated: 18,06.22

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/ Frt.& Plg.



**Addendum & Corrigendum No. 50 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 603 (E) dated 27.07.22 :-

(1) Existing GR 1.01 is revised as follows:-

GR 1.01 – Short title and commencement:-

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

(2) Existing GR 4.08(1)(a) is revised as follows:-

GR 4.08(1)(a) – Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by special instructions.

(Arjun Sibal)

Dy.Chief Operation Manager/Frt.& Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dated: 01.09.22

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

Dy.Chief Operation Manager/ Frt.& Plg.



**Addendum & Corrigendum No. 51 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SRs are revised/added with the approval of the competent authority (PCOM/SECR):-

**(1) SR 3.85.01 is revised as follows:-**

**SR 3.85.01-** Loco pilot on observing any signal imperfectly showing its aspect or on noticing any defect with a signal shall record the matter in the Loco Pilot's Diary and also in the register maintained for this purpose in the Loco Shed/Lobby. The SSE/SE Loco /traction shall bring the fact to the notice of Station Master, SSE/SE(Signal/P.Way) and Divisional branch officers concerned.

**(2) NOTE (i) below SR 4.19.03 is revised as follows:-**

**NOTE (i) of SR 4.19.03 -** All brake-van equipment shall be supplied at the station and shall be carried through to destination unless otherwise prescribed. The equipment issued shall be entered in the Guard Memo Book.

**(3) SR 4.34.02 is revised as follows:-**

**SR 4.34.02 -** Guards before starting, must try their hand brakes. The proper way of doing this is to apply the hand brake of the brake-van hard, and then attempt to shift the brake block off the wheel tyres, pressing them outward with the foot. Unless they be found binding the tyres hard, the SSE/SE/JE(C&W) should be asked to adjust the brake gear suitably. The matter should also be reported to the Station Master/Yard Master and a suitable remark made in Guard Memo Book.

**(4) SR 9.11.04 is revised as follows:-**

**SR 9.11.04. –** Whenever any Automatic Signal is passed at 'ON' the Guard shall record in Guard Memo Book the time of passing the next signal. All such cases of passing the Automatic Stop signal at 'on' together with the timings of passing the two signals, shall be recorded in a special Register to be maintained in Control Office, and this shall be periodically scrutinized by the Operating Officers to ensure that the Loco Pilots take not less than the minimum running time required for observing the speed restrictions and cautious driving.

**(5) New item no. (31) is added in SR 4.09.01 as follows:-**

**SR 4.09.01(31) -** Caution Order is to be served from Notice Station to the crew of longest beat freight trains for full beat so as to avoid the need for serving caution order en-route. Whenever any new Crew lobby is opened, then it is to be notified as Notice Station for freight trains.

✓  
(Arjun Sibal)

Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dt. 27.12.2022

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.

✓  
Dy.Chief Operation Manager/Frt. & Plg.



**Addendum & Corrigendum No. 52 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

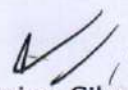
The following SRs are revised with the approval of the competent authority (PCOM/SECR):-

**(1) Note of SR 4.23.02 is revised as follows:-**

**NOTE :-**In case of Automatic Block Signaling or Intermediate Block signaling, a second train shall not be allowed to leave the same Block Station unless the previous train which has been allowed to leave without a brake-van arrives at the next Block Station complete except in case of an accident or failure of the train. This is to be read in conjunction with SR 4.23.02(j).

**(2) Item no. (x) of SR 4.25.02(2)(b) is revised as follows:-**

**SR 4.25.02 (x) -**In case of Automatic Block Signaling or in case of Intermediate Block Signaling a second train shall not be allowed to leave the block station in rear unless the previous train which has been allowed to leave without the Guard from the same station arrives at the next block station complete except in case of an accident or failure of the train. This is to be read in conjunction with SR 4.25.02(2)(b)(xi).

  
(Arjun Sibal)

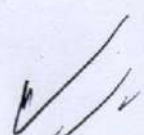
Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/22

Dt. 02.01.2023

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
Dy.Chief Operation Manager/Frt. & Plg.



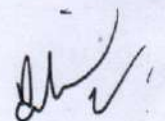
**Addendum & Corrigendum No. 53 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following SR is revised with the approval of the competent authority (PCOM/SECR):-

**(1) Existing SR 14.04.01 is revised as follows:-**

**SR 14.04.01** - The Principal, Zonal Railway Training Institute, Sini is authorised to examine and to issue the certificate of competency referred to in sub-rule (1) of GR 14.04 which shall only be valid for a period of three years in case of Station Master, Chief Station Manager and Cabin Master. However, in exceptional circumstances, the validity of a competency certificate issued by the Principal, Zonal Railway Training Institute, Sini may be extended locally by an Officer not below the rank of an AOM for a period not exceeding six months.



(Arjun Sibal)

Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

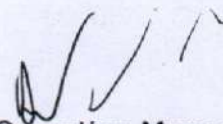
No. SEC/TRA/GSR/425/23

Dt. 11.01.2023

13

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/Frt. & Plg.



**Addendum & Corrigendum No. 54 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

Addendum & Corrigendum No. 47 and 52 are revised with the approval of the competent authority (PCOM/SECR):-

**(1) Existing SR 4.23.02(j) is deleted.**

**(2) Note of existing SR 4.23.02 is revised and new item (b)&(c) are added as follows:-**

**Note:- (a)** In case of Automatic Block Signaling or Intermediate Block signaling, a second train shall not be allowed to leave the same Block Station unless the previous train which has been allowed to leave without a brake-van arrives at the next Block Station complete except in case of an accident or failure of the train.

Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) of GR 4.17, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub rule 2 of GR 4.17 in such cases.

The section where above provisions and conditions are not provided between block stations, then Station Master shall act as per GR 4.17 (2).

**(b)** In Automatic Block Signaling where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances, exceed 10 kilometres an hour. Under these circumstances, the Loco pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed Code of whistle.

**(c)** When an Automatic Stop signal has been passed at 'ON', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco Pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

**(3) Existing SR 4.25.02(2)(b)(xi) is deleted.**

**(4) Existing SR 4.25.02(2)(b)(x) is revised and new item (b)&(c) are added as follows:-**

**SR 4.25.02(2)(b)(x)(a)** In case of Automatic Block Signaling or in case of Intermediate Block Signaling a second train shall not be allowed to leave the block station in rear unless the previous train which has been allowed to leave without the Guard from the same station arrives at the next block station complete except in case of an accident or failure of the train.

Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) of GR 4.17, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub rule 2 of GR 4.17 in such cases.

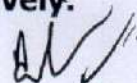
The section where above provisions and conditions are not provided between block stations, then Station Master shall act as per GR 4.17 (2).



(b) In Automatic Block Signaling where owing to the curvature of the line, fog, rain or dust storm, engine working the train pushing it, or other causes, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances, exceed 10 kilometres an hour. Under these circumstances, the Loco Pilot, when not accompanied by an Assistant Loco Pilot, and if he considers necessary, may seek the assistance of the Guard by giving the prescribed Code of whistle.

(c) When an Automatic Stop signal has been passed at 'ON', the Loco Pilot shall proceed with great caution until the next Stop signal is reached. Even if this signal is 'OFF', the Loco pilot shall continue to look out for any possible obstruction short of the same. He shall proceed cautiously upto that signal and shall act upon its indication only after he has reached it.

**(3) Existing Item no. (xii), (xiii), (xiv), (xv) & (xvi) of SR 4.25.02(2)(b) is renumbered as (xi), (xii), (xiii), (xiv) & (xv) respectively.**



(Arjun Sibal)

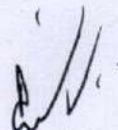
Dy.Chief Operation Manager/Frt. & Plg.  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/23

Dt. 23.01.2023

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operation Manager/Frt. & Plg.



**Addendum & Corrigendum No. 55 to General and Subsidiary Rule Book 2013 of  
S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

(A) The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 526 (E), dated 21.07.23 & G.S.R. 535(E), dated 25.07.23:-

**(1) Existing GR 1.01 is revised as follows:-**

**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) Existing GR 5.16 is revised as follows:-**

**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 authorized competent railway servant; and
- (b) rake or load should be fully on air brake; and
- (c) the maximum speed during shunting operations shall not exceed 15 kmph

**The rule GR 5.16 is to be read along with the following instructions:-**

(1) The relaxation of signaled shunting movements under provisions of revised 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 revised 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 wherever required.

(4) The signaled 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 the precautions stated in amended 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. | Signaled 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 amended GR 5.16 should be processed at the time of approval of Signalling Plans so that no rework is involved subsequently.

Cont....(2)



**(3) Existing GR 8.05(3) is revised as follows:-**

**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.

**(4) Existing GR 8.10(2) is revised as follows:-**

**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.

**(5) Following sub rule is added in existing GR 3.47:-**

**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 Rule 3.40 are fulfilled; and under approved special instructions when requirements of adequate distance under Rule 3.40 are not fulfilled.

**The rule GR 3.47 is to be read along with the following instructions:-**

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.

**(6) Existing GR 3.13 (2) is revised as follows:-**

**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.

**(7) Existing GR 3.70 (4) is revised as follows:-**

**GR 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.

**(8) Existing GR 3.81(1) (b) is revised as follows:-**

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

The following existing SR is deleted with the approval of the Competent authority (PCOM/SECR):-

**(9) Existing SR 5.16.01 is deleted.**



(A.K.Trivedi)

Dy. Chief Operations Manager (Plg. & Safety)  
For Principal Chief Operations Manager  
SECR/Bilaspur

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.



Dy. Chief Operations Manager (Plg. & Safety)



**Addendum & Corrigendum No. 56 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following Existing SR is revised with the approval of the competent authority (PCOM/SECR):-

**(1) Existing SR 3.84.03(a) is revised as follows:-**

**SR 3.84.03.-** (a) On electrified section extra electric engine may be attached to a train either for double heading or for banking. The leading Loco Pilot who is in charge of the train, shall in such cases notch up until the train moves, the rear Loco Pilot assisting as required. As far as possible the leading Loco Pilot should be 4 notches ahead of the second Loco Pilot so as to ensure that field tap notch is not entered simultaneously and thus to reduce surges.



(A.K.Trivedi)

Dy.Chief Operations Manager/Plg. & Safety  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/23

Dt. 25.10.2023

**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.



Dy.Chief Operations Manager/ Plg. & Safety



**Addendum & Corrigendum No. 57 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following new SR is added with the approval of the Competent Authority (PCOM/SECR):-

**(1) New SR 17.08.04 is added as follows:-**

- (i) No Tower Car/Wagon shall be brought on a running line from the siding/shed without the written permission of the SM on duty on form T/806.
- (ii) When the Tower Car/Wagon is required to move from one Block Station to another Block Station, the Tower Car/Wagon Driver run with the proper authority to proceed.
- (iii) The following procedure shall be observed for working of Tower Car/Wagon between two block stations:-
  - (iv) The Tower Car/Wagon shall work under line block. The SSE/JE (TRD) in-charge of Tower Car/Wagon shall give the Block Requisition Notice (As per format Annex.-I) for Power block in duplicate to SM on duty, indicating the specific location of work with elementary section, the duration of block required, between station etc. and also mention whether the Tower Car/Wagon will proceed to the next station or return back to the starting station after completion of the work. The SM on duty shall then contact the Section Controller and ascertain the movement of trains before granting power block.
  - (v) After granting power block by Section Controller, SM on duty shall exchange Private Number with Section Controller, TPC, adjacent SM (if required) & end Cabin SM (if available). SM also fill the details in Power Block register and then issue Power Block permit to the SSE/JE(TRD) of Tower Car/Wagon (As per format Annex.-II) with proper authority to proceed, if any required.

**(a) Single line section:-**

**(i) Work and proceed**

SM will obtain line clear from Station in advance on Block Telephone/VHF set/Control Phone and issue Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE (TRD) and take 'off' Last Stop signal for Tower Car (8 wheeler) and T/369(3b) shall be given to 4 wheeler Tower Wagon only.

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section Controller.

**(ii) Work and return**

SM will Block back the section, take off the shunting key, issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, Elementary section, Station where they will return etc. which will be handed over to SSE/JE(TRD) along with the shunting key. In addition, T/369-(3b) will also be issued to pass the last stop signal at 'On' position.

On completion of the work, the Tower Car/Wagon will be received by taking 'off' reception signals.

SSE/JE(TRD) shall hand-over the shunting key as well as the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Cont...(2)



**(b) Double line section – work and proceed:-****(i) Via right direction**

SM will obtain line clear from Station in advance on Block Telephone/VHF set/Control Phone and issue Power Block permit duly filled to work within the block section which will be signed by the SSE/JE(TRD) and take 'off' Last Stop signal for Tower Car (8 wheeler) and T/369(3b) shall be given to 4 wheeler Tower Wagon Driver only.

On completion of work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

**(ii) Via Wrong Direction**

SM will take line clear from station in rear on Block Telephone/VHF set/Control Phone and issue Paper Line Clear Ticket (UP or DN as the case may be) and Power Block permit duly filled to work within the block section which will be signed by the SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, on approaching the next station, the Tower Car/Wagon Driver stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The SM at the other end of the block section shall depute a Railway servant in uniform at foot of the signal (whichever the Tower Car/Wagon would encounter first). The Tower Car/Wagon shall be piloted in at station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

One reaching the station at the other end of the block section, SSE/JE(TRD) will hand over Power Block permit to SM on duty. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

**(c) Double line section –work and return:-****(i) Via right direction**

SM will 'Block forward' the section & issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). In addition, T/369-(3b) will also be issued to pass the last stop signal at 'On' position.

After completion of the work, Tower Car/Wagon Driver will return from site and stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first. The Tower Car/Wagon shall be piloted in at station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block forward'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Cont (3)



**(ii) Via the wrong direction**

SM will 'Block back' the section & issue Power Block Permit indicating the Tower Car/ Wagon permitted to work within the Block Section, which will be handed over to SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

**(d) Tower Car/Wagon working in Automatic signalling system:-**

If a Tower Car/Wagon is required to work in automatic signaling System, the following procedure shall be followed:-

The Automatic signaling system between the stations where work is to be done shall be suspended by the SMs on duty under exchange of messages with private number ensuring the section concerned is clear of all trains and in consultation with the Section Controller. The section between the two stations will be treated as one block section as in the case of Absolute Block Section. The SM at dispatching end shall endorse in writing that the aspect of Automatic Signals between the two stations will be ignored by the Driver of the Tower Car/Wagon except that of protecting level crossing gates. The Driver of the Tower Car/Wagon before passing any LC gate(s) signal should ensure that the LC gate(s) is/are in closed condition. Station Master of both the stations shall also ensure that Semi Automatic Signals controlling the movement of the Tower Car/Wagon in the section is/are kept in manual mode.

**(e) On Single Line section:-****(i) Work & proceed**

The SM on duty after establishing direction of traffic in the required direction shall obtain line clear from the station in advance by one of the following means of communication indicated below in order of preference:-

- (i) Station to station fixed telephone whether available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note: The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty will issue Paper Line Clear Ticket (UP or DN as the case may be) alongwith Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE (TRD) and piloting out Last Stop signal.

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE(TRD) will hand over Power Block Permit to the Station Master. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Cont....(4)



**(ii) Work & return**

SM will Block back the section, issue Power Block Permit indicating the Tower Car/Wagon permitted to work within the Block Section, Elementary section, Station where they will return etc. which will be handed over to SSE/JE(TRD) and piloting out Last Stop signal.

On completion of the work, the Tower Car/Wagon will be received by taking 'off' reception signals.

SSE/JE(TRD) shall hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

**(f) On Double Line section - Work & proceed:-****(i) Via right direction**

The SM on duty shall obtain line clear from the station by one of the following means of communication indicated below in order of preference:

- (i) Station to station fixed telephone where available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note: The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty will issue a written authority in the form T/369(3b), to pass last stop signal in 'On' position and Power Block permit duly filled to work within the block section which will be handed over to the SSE/JE(TRD).

On completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station in advance.

On reaching the Station in advance, the SSE/JE (TRD) will hand over Power Block Permit to the Station Master on duty. SM on duty shall inform Section Controller about arrival of Tower Car/Wagon. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section Controller.

**(ii) Via wrong direction**

The SM on duty shall obtain line clear from station in rear by one of the following means of communication indicated below in order of preference:

- (i) Station to station fixed telephone where available.
- (ii) Fixed phone such as Railway auto phones & BSNL phone (with caller ID wherever feasible).
- (iii) Control Phone.
- (iv) VHF set.

Note : The granting of line clear shall be supported by the private no. & ID no.

After getting line clear the SM on duty shall issue Paper Line Clear Ticket (UP or DN as the case may be) alongwith Power Block permit duly filled to work within the block section which will be handed over to SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

Cont....(5)



After completion of the work, on approaching the next station, the Tower Car/Wagon Driver will stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The SM at the other end of the block section shall depute a Railway servant in uniform at the foot of the signal (whichever the Tower Car/Wagon would encounter first). The Tower Car/Wagon shall be piloted in at station on a written authority issued by the SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

One reaching the station at the other end of the block section, SSE/JE(TRD) will hand over Power Block permit to SM on duty. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

**(g) Double Line section - Work & return:-**

**(i) Via right direction**

SM will 'Block forward' the section & issue Power Block Permit indicating the Tower Wagon/Car permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). In addition, T/369-(3b) will also be issued for passing the last stop signal at 'On' position.

After completion of the work, Tower Car/Wagon Driver will return from site and stop at first stop signal pertaining to the right line or at the last stop signal pertaining to the wrong line (on which they are running) whichever they come across first.

The Tower Car/Wagon shall be piloted in at station on a written authority issued by the SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

SSE/JE(TRD) will hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block forward'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

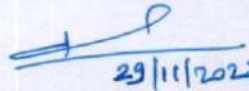
**(ii) Via wrong direction**

SM will 'Block back' the section & issue Power Block Permit indicating the Tower Car/ Wagon permitted to work within the Block Section, which will be handed over to the SSE/JE(TRD). The Tower Car/Wagon shall be piloted out from the station on a written authority issued by SM after all the facing points & trailing points have been correctly set and locked over which the Tower Car/Wagon will pass.

After completion of the work, Tower Car/Wagon will be received by taking 'off' reception signals at Station.

SSE/JE(TRD) will hand-over the Power Block Permit to the SM on-duty. Then only SM will remove the 'Block Back'. SM on duty shall resume normal working duly exchange of Private Number with Section Controller/TPC/SM with concerned station after receiving cancellation of Power Block message from Section controller.

Encl. (Annex. I & II Enclosed)

  
 29/11/2023  
 (Ajay Francis Daniel)  
 Dy. Chief Operation Manager/FOIS  
 For Principal Chief Operations Manager  
 SECR/Bilaspur

No. SEC/TRA/GSR/425/23

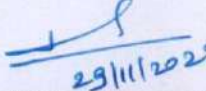
Dated: 29.11.23

Cont....(6)



**Circulations:**

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy./SECR for kind information of GM.
3. PCOM, CFTM, CPTM, CTPM, CSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP.
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP.
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP.
7. Principal- ZRTI/SINI, MDZRTI/BSP, ELTC/USL,  
STC/BIA & DTTC/DGG.

  
29/11/2023.  
Dy.Chief Operation Manager/ FOIS



**BLOCK REQUISITION NOTICE (For Tower Wagon/Car movement)****(Tower Wagon/Car Driver & SM)**

From: JE/SSE(TRD) at ..... station

TO

SM.....station

Notice No..... Date.....Time.....

The line.....(Up/Dn/Joint) between.....station and ..... station, elementary section no. ....to.....is required to be blocked for the duration of .....hours for working of Tower Wagon/Car.

Tower Wagon/Car will enter the Block section from .....station on Up/Dn/Joint line.....and clear at..... Station. (i) Work and Proceed/Return on Single Line (ii) Work and Proceed on Right line/Wrong Line on Double line (iii) Work and Return on Right/Wrong line on Double line. (Strike out whichever is not applicable).

Signature of JE/SSE(TRD)

**Annexure-II**

Sl.No.....

T/1708A

**POWER BLOCK PERMIT (For Tower Wagon/Car movement)****(Tower Wagon/Car Driver & SM)**

To

JE/SSE(TRD)

You are hereby permitted to work as per following-

Power Block is permitted between station.....&.....at elementary section.....to elementary section..... on (Up/Dn/Joint)..... line for duration of ..... hours;from .....to .....hours for working of Tower Wagon/Car.

Tower Wagon/Car will enter the Block section from..... station on (Up/Dn/Joint) .....line and clear at..... station (i) Work and Proceed/Return on Single Line (ii) Work and Proceed on Right line/Wrong Line on Double line (iii) Work and Return on Right/Wrong line on Double line. (Strike out whichever is not applicable).

Private Number.....(in token of obtaining Line Clear/Block Back/Block forward) all the points in the concerned route are correctly set and locked and piloted out (for unsignaled/non signaled movement) You are hereby authorized to pass following signal(s) at 'On' condition (i) Starter.....(ii) Intermediate Starter.....(iii) Advance Starter.....(iv) Home Signal of 'C' class Station.....(v) IBS Signal.....(vi) Automatic Signal nos..... between station.....&.....

**Caution Order**

| SN | STATION BETWEEN |    | KILOMETERAGE |    | Speed kmph | Cause/Remark |
|----|-----------------|----|--------------|----|------------|--------------|
|    | From            | To | From         | To |            |              |
|    |                 |    |              |    |            |              |

Signature of Station Master

Received.....

Signature of JE/SSE(TRD)

Date.....Time.....

Signature of Driver of Tower Wagon/Car.....

Signature of JE/SSE(TRD).....

It is the responsibility of JE/SSE(TRD) to apprise the Driver of (Tower Wagon/Car) regarding working of Tower Wagon/Car during the block and obtain the signature on his record copy.



**Addendum & Corrigendum No. 58 to General and Subsidiary Rule Book**  
**2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

The following General Rules are amended by Railway Board and Gazette Notification notified by Govt. of India press and published under G.S.R 870 (E), dated 30.11.23 & G.S.R 160 (E), dated 07.03.24:-

**(1) Existing GR 1.01 is revised as follows:-**

**GR 1.01 – 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) New sub-rule (c) of existing GR 15.02 after sub-rule (b) is added as follows:-**

**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 upto 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.

**(3) Existing GR 9.04 (a) is revised as follows:-**

The words "Manual Stop Signals" shall be substituted as the words "Manual or Semi-Automatic Stop signals".

**(4) Existing "marginal heading" & Sub- rules (1) & (2) of GR 9.06 is revised as follows:-**

**GR 9.06 – Conditions for taking 'off' Manual Stop Signal or Semi-Automatic Stop Signal, in Automatic Block territory on single line-**

- (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 upto the Starter but also for an adequate distance beyond it and in addition for automatic working, direction of the 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.



(A.K.Trivedi)

Dy. Chief Operations Manager (Plg. & Safety)  
For Principal Chief Operations Manager  
SECR/Bilaspur

No. SEC/TRA/GSR/425/24

Dated: 22.03.2024



**Addendum & Corrigendum No. 59 to General and Subsidiary Rule Book 2013 of S. E. C. Railway.**

In the General & Subsidiary Rule Book/SECR edition 2013 –

**(1) Following existing SRs are deleted/revised with the approval of the competent authority (PCOM/SECR).**

- (i) Existing SR 9.12.01, SR 9.12.02, SR 9.12.03, SR 9.12.04, SR 9.12.05, SR 9.12.06 & SR 9.12.07 & SR 9.12.08 are deleted.
- (ii) Para nos. (a) & (b) of existing SR 9.14.01 are deleted. Existing SR 9.14.01(c) is Re-numbered as SR 9.14.01.
- (iii) Addendum & Corrigendum no. 29 issued on 27.08.2020 is deleted.
- (iv) Existing SR 3.75.01(ii) is revised as follows:-

SR 3.75.01(ii):- If the Station Master, on being contacted over IB Post telephone by the Loco Pilot of the standing train at IBS signal which is defective, he shall, after obtaining 'Line Clear' for the train from the station in advance, authorise the Loco Pilot on telephone to pass the Intermediate Block Stop Signal at 'ON' and enter the Block Section ahead. He shall give the Loco Pilot 'Private Number' and 'Identification Number' under which he has received 'Line Clear' for the train from the station in advance.

The Loco Pilot shall then sound one short, one long and one short whistle and on receipt of Guard's signal shall proceed ahead duly exchanging signal with him.

- (v) SR 3.75.04 (a) is revised as follows:-

SR 3.75.04 (a):- The written authority as mentioned in GR 3.75(4) shall be in form T-369(3b) in which the Private Number and Identification Number obtained from the station in advance in support of 'Line clear' shall be recorded. Display of 'proceed' hand signal at the foot of defective Intermediate Block Stop signal may be dispensed with.

**(2) Fixed Telephone with CUG sim is being permitted and added as a means of communication in USR 9.12.**

Following procedure is adopted:-

- a) The CUG phone may be used as FCT (Fixed Cellular Telephone).
- b) Every Station should have a unique CUG number and the same should be mentioned in the Working Time Table.
- c) The CUG phone should be always with the 'On Duty' Station Master and handed over to the reliever in writing as per essential equipment.
- d) CUG based FCT phone may be provided at the time of commissioning of Automatic Signalling Territory.

**(3) T/C 912- shall be used for sending Relief Engine/Train on the obstructed line in case of obstruction or accident in an Automatic Block Signalling section.**

**(4) A new form T/E 912 has been introduced "Authority for Temporary Single Line Working on Double Line Automatic Block Signalling Territories" in USR 9.12/3.**

**(5) Following Unified Subsidiary Rules for General Rules 9.12 are added by Railway Board:-**



### Unified Subsidiary Rules for General Rules 9.12

**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<br>Station Master/X<br>No. _____<br>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.<br>Private Number (In figures) _____ ( In words) _____ | To<br>Station Master/Y<br>No. _____<br>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.<br>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<br>Station Master/X  | To<br>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<br>Station Master/Y  | To<br>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 working:-

- (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 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 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.

(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. On arrival, the Motorman/Loco Pilot of all trains shall make over the form T/B 912 to the Station Master of the receiving station.

- (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 and communication 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<br>Station Master/X<br>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<br>Private Number (In figures) _____ ( In words) _____   | To<br>Station Master/Y |
| From<br>Station Master/Y<br>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 _____<br>Private Number (In figures) _____ ( In words) _____ | To<br>Station Master/X |

- (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/Calling-On 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<br>Station Master/X   | To<br>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<br>Station Master/Y   | To<br>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 introduced and the time at which normal working was resumed.

18. 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 signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot 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, wherever 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.

In thick, foggy or tempestuous weather or in dust storm etc., when visibility is impaired, 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 proceed at walking pace only making repeated use of the engine whistle or horn of self-propelled vehicle, where provided, preceded at an adequate distance by two men on foot, one displaying a red light and the other carrying fog signals ready for immediate use. 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. The Authority T/A 912 to pass signals in 'ON' position as prescribed in the authority shall also be given to the Loco Pilot and Train Manager.

(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.

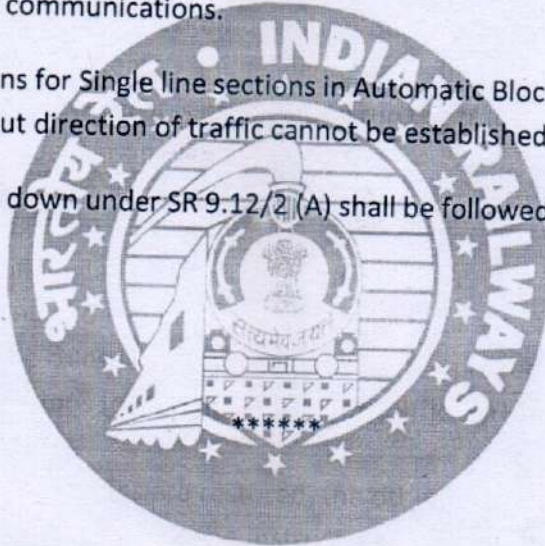
(G) Resumption of normal working: —

(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 First Reception Stop Signal of \_\_\_\_\_ station and thereafter be guided by the aspect of the Semi-Automatic / Manual First 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 / Manual Stop Signal / 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 / Motorman \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_ hours \_\_\_\_\_ mins



**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)

Station \_\_\_\_\_ Date \_\_\_\_\_

Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

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 (i) Semi-Automatic / Manual First Reception Stop Signal pertaining to right line OR (ii) Semi-Automatic / Manual Last 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 / Manual Stop Signal / 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 closed.
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 \_\_\_\_\_ mins

Signature of Loco Pilot / Motorman \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

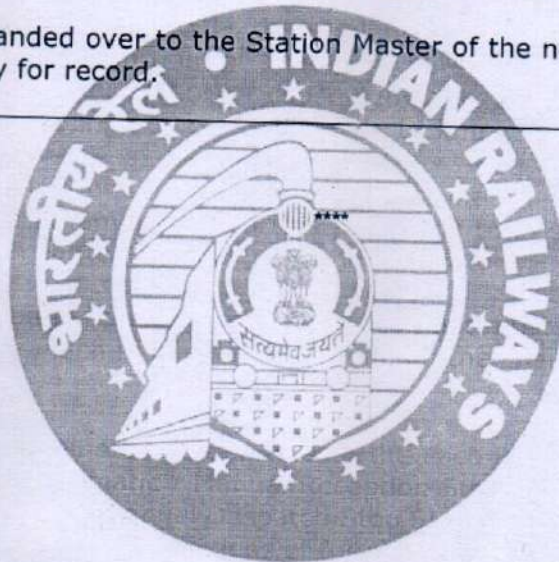
**Loco Pilot / Motorman / Train Manager proceeding on this authority must observe instructions mentioned at the back of this form.**



### **IMPORTANT INSTRUCTIONS**

Motorman / Loco Pilot / Train Manager 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.





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

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

Station \_\_\_\_\_

Date \_\_\_\_\_

To \_\_\_\_\_

Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

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

The obstruction exists at km \_\_\_\_\_.

## **\*\*LINE CLEAR TICKET**

1. Due to \_\_\_\_\_ single line working is introduced on \_\_\_\_\_ line between \_\_\_\_\_ and \_\_\_\_\_ stations.
2. Line clear has been received from \_\_\_\_\_ station under his Private No. (In words) \_\_\_\_\_ (in figures) \_\_\_\_\_.
3. 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 Nos. \_\_\_\_\_ are closed 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 closed.

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)

| SN | 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 / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform. You shall cautiously pass the level crossing only after ensuring that the gates are closed.

**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 \_\_\_\_\_ min

Signature of Loco Pilot / Motorman \_\_\_\_\_

Date \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ min

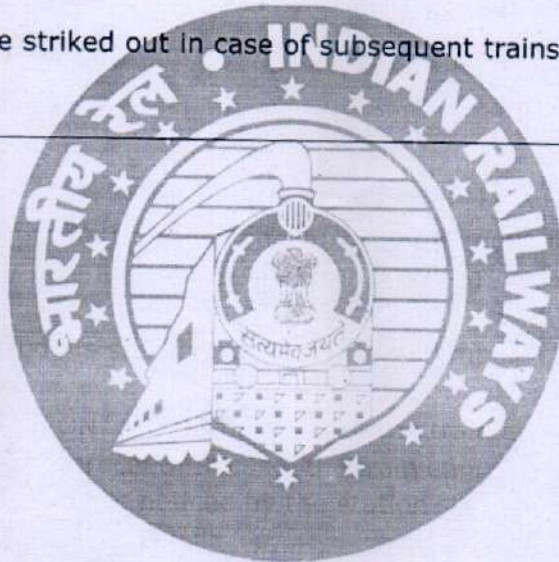
\* Strike out whichever is not applicable. \*\*Strike out whenever is not applicable



### **IMPORTANT INSTRUCTIONS**

Motorman / Loco Pilot / Train Manager 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.
2. There are no Trap Points on the line in question / Trap points have been clamped / spiked.
3. 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
4. The speed over facing points shall be restricted to 15 kmph.
5. 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.
6. Line clear ticket to be striked out in case of subsequent trains following the first train on the right line.





# **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 that 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



**SEC 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

Date \_\_\_\_\_

\_\_\_\_\_ mins

To \_\_\_\_\_

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

**AUTHORITY TO PROCEED INTO OBSTRUCTED BLOCK SECTION**

You are here by 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.****CAUTION ORDER**

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 \_\_\_\_\_ min

Signature of Loco Pilot / Motorman \_\_\_\_\_ Date: \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ min



**AUTHORITY TO PASS SIGNALS IN 'ON' OR DEFECTIVE POSITION****(Loco Pilot / Station Master's Record)**

Station \_\_\_\_\_

Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

Date \_\_\_\_\_

To \_\_\_\_\_

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

Description and Signal No. \_\_\_\_\_ of 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) \_\_\_\_\_

**\* Strike out whichever is not applicable.**\_\_\_\_\_  
Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Loco Pilot / Motorman \_\_\_\_\_ Date: \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ min

**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.



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

**(Loco Pilot / Train manager / Station Master's Record)**

Station \_\_\_\_\_

Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

Date: \_\_\_\_\_

To \_\_\_\_\_

The Loco Pilot/Motorman of Engine/ Self propelled Vehicle \_\_\_\_\_

## **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 \_\_\_\_\_ min of Date \_\_\_\_\_
  - (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 nowaiting to proceed?

## **CONDITIONAL LINE CLEAR MESSAGE**

To \_\_\_\_\_

The Station Master \_\_\_\_\_ Message No \_\_\_\_\_

On arrival of \_\_\_\_\_ train at your station, line will be clear and kept clear for Train Engine to returnwith / 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 / Motorman \_\_\_\_\_

Signature of Train Manager \_\_\_\_\_

Signature &amp; Stamp of Station Master \_\_\_\_\_

Time: \_\_\_\_\_ Hours \_\_\_\_\_ min

**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 / Motorman proceeding on this authority must observe the following instructions.

|  |  |
|--|--|
| <b>(1) Speed must not exceed</b><br><b>a. Day</b><br><b>b. Night or when view is obstructed</b><br><b>c. In thick, foggy or tempestuous weather or dust storm.</b>   | <b>Single Line</b><br><b>15 KMPH</b><br><b>10 KMPH</b><br><b>Walking pace preceded by two men on foot with Red light and Fog Signals</b> |
| <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(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 / Train Manager 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.</p> |  |



|  |                             |                             |
|--|-----------------------------|-----------------------------|
| <b>SEC RAILWAY</b>   |                             | Form No. T/510              |
| <b>AUTHORITY TO RECEIVE A TRAIN ON A NON SIGNALLED LINE</b>  |                             | Sr. No. _____               |
| <b>(Record/Loco Pilot)</b>   |                             |                             |
| Station _____  | Time: _____ hours _____ min |                             |
| Date _____   |                             |                             |
| To _____   |                             |                             |
| The Loco Pilot/Motorman of Train No. _____   | Description _____           | Up/Down _____               |
| <p>You are authorised to enter cautiously <b>not exceeding 15 kmph</b> 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.</p> |                             |                             |
| ★ Signature and Stamp of Station Master  |                             |                             |
| Signature of Loco Pilot/ Motorman _____  | Date: _____                 | Time: _____ Hours _____ min |


  
 (Shailesh Toppo)  
 Dy. Chief Operation Manager/Plg. & Safety-II  
 For Principal Chief Operations Manager  
 SECR/Bilaspur

No. SEC/TRA/GSR/425/23

Dated 28.08.2024

Circulations:

1. Advisor (Safety)/ Rly. Bd., New Delhi.
2. Secy/SECR for kind information of GM
3. PCOM, CFTM, CPTM, CTPM, PCSO, PCSTE, PCEE, PCME, PCE.
4. DRM/BSP, R & NGP
5. Sr. DSO, Sr. DSTE, Sr. DEN (Co-ord) /BSP, R & NGP,
6. Sr. DOM, Sr. DME, Sr. DEE (OP)/ BSP, R & NGP
7. Principal ZRTI/SINI, MDZTI/BSP, ELTC/USL, STC/BIA & DTTC/DGG.
8. PCOM & PCEE/EcoR & SER.

  
 Dy. Chief Operation Manager/Plg. & Safety-II