



South Central Railway
Office of Principal Chief Operations Manager
Second Floor, Rail Nilayam, Secunderabad – 500025 (Telangana)
Telephones – 86439 (Rly.) 040-27834267 (BSNL) email – com@scr.railnet.gov.in

No. T.157/G&SR/AS/04 to 2020

Date: 18.10.2022

□□□□/Sub: Amendment Slip no. 4 to SCR G&SR - 2020.

* * *

The following amendments have been given for implementation, with existing and amended rules shown in the table.

Item No.	Rule no. (Page No)	Existing Rule	Rule after Amendment/Addition
Subsidiary Rule Nos. in Chapter - IV			
Item no.1 of AS-4	4.10.3.2. (94)	Integrity of point shall be checked by Operating Staff and normal detection of facing points shall be proved in the concerned signal by suitable circuit wiring.	Integrity of point shall be checked by Operating Staff as per extant practice adopted during NI.
Item no. 2 of AS-4	4.10.3.4. (94)	Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at 30 KMPH under approved special instruction with suitable infrastructural support as deemed necessary.	Necessary safety directions should be incorporated in temporary working instructions for non-interlocking at maximum speed of 30 KMPH with suitable infrastructural support as deemed necessary by the Zonal Railway.
Item no. 3 of AS-4	Note under 4.10.3 Added (94)	NIL	Necessary safety directions and suitable infrastructural support recommended vide SR 4.10.3.4 have been incorporated in Appendix-III, which contains instructions for Non-interlocked working.

(R. Dhananjayulu)
Principal Chief Operations Manager

Contd...2.

Item No.	SR No.	Existing Rule	Rule after Amendment/Addition
Rule Nos. in Appendix - III			
Item no. 4 of AS-4	4.1 (i)	Sufficient number of standard point clamps, padlocks, HS flags, HS lamps, detonators etc., has been arranged (DSTE/DEN supplies clamps, padlocks etc.).	Sufficient number of clamps suitable for standard as well as Thick Web switch points, padlocks, HS flags, HS lamps, detonators etc., has been arranged. (DSTE/DEN supplies clamps, padlocks etc.).
Item no. 5 of AS-4	4.1 (iv) (384)	Caution Orders shall be issued by the Station Masters concerned/notice stations to the Loco Pilots of all trains proceeding to the affected area.	Caution Orders shall be issued by the Station Masters concerned/notice stations to the Loco Pilots and Guards of all trains proceeding to the affected area, to observe SR of 30 Kmph, or as applicable, over points' zone in the station yard duly observing Proceed Hand Signals at outermost facing points for reception and at foot of NI Starter signal for dispatch.
Item no. 6 of AS-4	4.1 (vii) (c) (385)	A speed board of 15 KMPH should be exhibited at the foot of the first Stop signal by S&T department.	A speed board of 30 KMPH, or as applicable , should be exhibited at the foot of the first Stop signal by S&T department.
Item no. 7 of AS-4	4.4. (385)	A common NI Home signal without route indicator in case of colour light signals should be provided with caution aspect for any indirect reception of trains. NI Home signal can be taken 'off' to caution aspect only after ensuring that the train has come to stop at the foot of the Home signal and all the points on the route are correctly set, facing points clamped and padlocked and level crossing gate on the route has been closed against the road traffic.	A common Free NI Home signal without Route Indicator should be provided with ' Caution ' aspect only in 'Off' position , for reception of trains. Free NI Home signal can be taken 'off' to caution aspect only after ensuring all the points on the route, including Adequate distance of not less than 120 mtrs , are correctly set, facing points are clamped, using appropriate clamps , and padlocked and level crossing gate, if any , on the route has been closed against the road traffic and pointsman has been deputed to exhibit Proceed Hand Signals at the outermost facing points and after exchanging PN with Point Zone in charge ASM in token of confirmation of above actions.

(R. Dhananjayulu)
Principal Chief Operations Manager

Contd...3.

Item No.	SR No.	Existing Rule	Rule after Amendment/Addition
Item no. 8 of AS-4	4.5. (385)	NI starter signals can be taken 'off' to caution aspect only after ensuring that the train has come to a stop at the foot of the starter signal. Starter signal should not be taken 'off' unless route has been properly set; facing points, if any, have been set, clamped and pad-locked and level crossing gate on the route has been closed against the road traffic.	Only 'Caution' aspect shall be provided on Free Non-Interlocked Starter signal, in 'Off' position. NI starter signal shall not be taken 'off' unless route has been properly set; facing points, if any, have been set, clamped, using suitable clamps , and pad-locked and level crossing gate, if any , on the route has been closed against the road traffic, pointsman has been deputed to exhibit Proceed Hand Signals at the foot of the NI Starter signal and after exchanging PN with Point Zone in-charge ASM in token of confirmation of above actions.
Item no. 9 of AS-4	Note under 4.6. (385)	Reception and despatch signals shall be taken 'off' correctly after duly setting the route and clamping and padlocking the relevant facing points, over which the train will pass, by the nominated officials for those points, as per special instructions.	Reception and despatch signals shall be taken 'off' correctly after ensuring the setting the route and clamping and padlocking the relevant facing points, over which the train will pass, duly ensuring overlap is free , by the nominated officials for those points, as per special instructions.
Item no. 10 of AS-4	5.1. (385)	No train shall be permitted to run through and not more than one train movement shall be permitted at any one time, through the affected area i.e. the area under the control of the cabin being overhauled [SEM Annexure 'A' Para 1014.1(a)-4(i)]. This rule is applicable to NI working too. This should be strictly followed on single line working.	On single line not more than one train movement shall be permitted at any one time, through the affected area i.e. the area under the control of the cabin. However, on a double line after ensuring that all points connecting Up and Down lines are set in normal position and clamped and pad locked (key to be kept under the safe custody of official in-charge of NI working), movements of trains on completely isolated Up and Down lines can be permitted.

(R. Dhananjayulu)
Principal Chief Operations Manager

Item No.	SR No.	Existing Rule	Rule after Amendment/Addition
Item no. 10 of AS-4 Contd.	5.1. (385) Contd.	However, on a double line after ensuring that all points connecting up and down lines are set in normal position and clamped and locked (key to be kept under the safe custody of officer in-charge of NI working), movements of trains on completely isolated up and down lines can be permitted. However, as mentioned in Paras 4.4, 4.5 and 4.6 above, reception and despatch signals can be taken 'off' after ensuring the train comes to a stop at the foot of the relevant signals (Home and Starter).	5.1. (385) (Contd)
Item no. 11 of AS-4	5.2. (386)	All trains must be brought to a dead stop at the first Stop signal and then allowed to enter the station (taking 'off' fixed signals) cautiously at speed not exceeding 15 KMPH.	Deleted.
Item no. 12 of AS-4	5.2. (386)	New rule in place of deleted rules above.	The line may be set to Main line or first directional Loop line (involving single turnout) and all points in the route are set correctly and all facing points are clamped with suitable clamps, and padlocked duly ensuring the overlap is free, for allowing the trains to run at 30 Kmph, subject to confirmation of track worthiness and SR 4.10 (1 & 2) with respect to type of turnouts.
Item no. 13 of AS-4	5.4. (386)	Only after the traffic official has assured himself that the line has been correctly set and locked for the required movement, may permit the signals to be taken off for the reception and despatch of a train.	Only after the traffic official has assured himself that the line has been correctly set and locked for the required movement, including overlap , may permit the free Home and starter signals to be taken off for the reception and despatch of a train respectively .

(R. Dhananjayulu)
Principal Chief Operations Manager

Contd...5.

Item No.	SR No.	Existing Rule	Rule after Amendment/Addition
Item no. 14 of AS-4	5.4.1. (386)	The Station Master on duty is responsible for nominating the line for reception and despatch of trains only after ensuring by physical observation/ PN received on phone from staff controlling the Goomty that the said line is clear and free from obstruction/ fouling.	The Station Master on duty is responsible for nominating the line for reception and despatch of trains only after ensuring by physical observation/ PN received on phone from staff controlling the Goomty that the said line is clear and free from obstruction/ fouling, including overlap.
Item no. 15 of AS-4	5.4.3. (386)	The Assistant Station Master/Guard in-charge of the Goomties shall be responsible for correct setting, clamping and padlocking of points for the nominated route duly exchanging PNs. He should also ensure that the nominated line is clear from obstruction/fouling at his end.	The Assistant Station Master/ Guard in-charge of the Goomties shall be responsible for correct setting, clamping, with suitable clamps , and padlocking of points for the nominated route duly exchanging PNs with ASM (Central) as his confirmation. He should also ensure that the nominated line is clear from obstruction/ fouling at his end. Assistant Station Master/ Guard controlling the outermost points shall depute Pointsman at the outermost facing points to exhibit Proceed Hand Signals for the approaching trains. Assistant Station Master/ Guard controlling the points in rear of starter signal shall depute pointsman to exhibit Proceed Hand signals at the foot of the starter signal.

Please note and notify to all concerned.

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

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

(R. Dhananjayulu)
Principal Chief Operations Manager

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

Secretary to GM for kind information to GM;

AGM, SDGM, DGM/G, CPRO;

PED/Safety (A&R); CRS/SCC/SC;

PCCM, CCO, CCM/PS, CCM/FM, CFTM, CPTM, CTPM,

PCE, CTE, CTE/TP, CBE, CGE,

CAO/C, CE/C-I, CE/C-II, CE/C-III, CE/C-IV & CE/C/V,

PCME, CWE, CMPE/Dsl, CRSE, CWM/WS,

PCEE, CEDE, CPM/RE, CECE, CELE, CESE, CEE/RS, CEE/O & PIng;

PCSTE, CSE, CCE, CSTE/P, CSTE/C, Director, IRISSET/LGD;

PCSO, PCSC, PCPO, PFA, Principal Director/Audit, MRA;

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

Sr.DSOs/DSOs/SC, BZA, GTL, GNT, HYB & NED;

Sr.DEN (Co-ord)s/Sr.DENs/DENs/SC, BZA, GTL, GNT, HYB & NED;

Sr.DME/DMEs/DMEs (P)/ SC, BZA, GTL, GNT, HYB & NED;

Sr. DSTE/DSTEs/ SC, BZA, GTL, GNT, HYB & NED;

Sr.DEE/Tr.D/ SC, BZA, GTL & GNT;

Sr.DEE/TRSO/ SC, BZA, GTL & GNT;

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

Rajbhasha Adhikari for translation into Hindi.

* * *

(R. Dhananjayulu)
Principal Chief Operations Manager