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No. T.157/G&SR/AS/8 to 2020

Date: 01.03.2023.

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

**विषय/Sub: Amendment Slip no. 8 to SCR G&SR - 2020.**

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Following amendments to SCR G&SR 2020 have been given for implementation.

S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 1 of AS-8	9.02.4. (199)	After passing an Automatic Stop signal at 'on', the Guard of a train shall watch that the Loco Pilot <b>does not exceed the speed prescribed in SR. 9.02.3. If the Loco Pilot exceeds the speed prescribed, the Guard shall take action as per SR. 4.45.</b>	After passing an Automatic Stop signal at 'on', the Guard of a train shall watch that the Loco Pilot <b>is observing rules under GR 9.02. In case Loco pilot fails to observe the said GR, the Guard shall take action as per GRs. 4.45 (1), (3) &amp; (4).</b>
S. No. 2 of AS-8	4.45 (126)	The Guard shall not apply the automatic vacuum brake, except when absolutely necessary and when applying it, he shall pull the lever slowly and gradually so as to reduce the vacuum by 13 to 18 centimetres only. Whenever the automatic vacuum brake is applied the Guard shall send a special report along with the CTR.	Deleted.
S. No. 3 of AS-8	3.61.1 (1) (66)	Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in <b>SR. 3.61.5.2</b> shall be dispensed with, where reliable Fog Safe Device is available and is in working order;	Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in <b>SR. 3.61.8.2</b> shall be dispensed with, where reliable Fog Safe Device is available and is in working order;


*(Signature)*  
02.03.2023

**(R. Dhananjayulu)**  
**Principal Chief Operations Manager**

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S. No.	SR No. (Page)	Existing Rule	Rule after Amendment/Addition
S. No. 4 of AS-8	9.12.9 (221)	Other Restrictions in Automatic territory: 1. Train Operation during fog: For maximum speed of train during dense fog in Automatic Block System, refer S.R. 3.61.9 2. Train without brake-van: In Automatic block section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next block station in advance. 3. Train without Guard: In Automatic block section, no train shall be allowed to follow until the preceding train which has been allowed to run without Guard, has arrived complete at the next block station in advance.	Deleted. (Since these rules are available in SR 3.61.10 (4) SR 4.23.2.5 and SR 4.25.4.9)
S. No. 5 of AS-8	S. No. 15 of 1 of Appendix- I (350)	On receipt of advice of a failure of automatic signal, all the following trains in respect of the signal that has failed (SR. 9.11.3.3).	Deleted.
S. No. 6 of AS-8	S. No. 16 to S. no. 29 of Appendix-I (350 & 351)	S. No. 16 to S. No. 29 of Appendix – I.	Renumbered as S. No 15 to S. No. 28 respectively without any change in content.
S. No. 7 of AS-8	S. No. 30 of 1 of Appendix- I (351)	Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear. (non-interlocked working) (para 3.1 in Appendix III of G&SR).	Renumbered as S. No. 29 of 1 of Appendix- I and amended as:  Whenever alterations or repairs are being carried out to interlocked points, signals or any interlocking gear. (non-interlocked working) (para (iv) of 4.1 in Appendix III of G&SR).
S. No. 8 of AS-8	S. No. 31 of Appendix - I (351)	S. No. 31 of Appendix – I.	Renumbered as S. No. 30 without any change in content.
S. No. 9 of AS-8	S. No. 32 of Appendix - I (351)	S. No. 32 of Appendix – I.	Renumbered as S. No. 31 without any change in content.

Please note and notify to all concerned.

  
02.03.2023

(R. Dhananjayulu)  
Principal Chief Operations Manager

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