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No. T.157/G&SR/AS/12 to 2020

Date: 28.12.2023

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

विषय/Sub: Amendment Slip no. 12 to SCR G&SR - 2020.

* * *

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

Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 1 of AS-12	4.30	All Loco Pilots and Guards shall acknowledge the relevant orders issued for their guidance and special attention on the section over which they are working. The Loco Pilots shall in addition assimilate information displayed on the illumination boards in the Loco sheds.	All Loco Pilots and Guards shall acknowledge the relevant orders issued for their guidance and special attention on the section over which they are working. The Loco Pilots and guards shall in addition assimilate information displayed in the crew lobby.
Item no. 2 of AS-12	4.31.1	At all train starting stations as well as at all train examining stations enroute, the TXR on duty shall, after examining a train, issue to the Station Master a 'Fit to Proceed certificate' in the prescribed form accordance with the instructions issued by the DRM.	Brake Power Certificate (BPC) issued by Train Examiner shall constitute 'Fit to Proceed' report mentioned in GR 4.31 above.
Item no. 3 of AS-12	7.3 of Appendix-VI	When a goods train is stabled on account of inadequate brake power or where it is reported that the train brake system has been tampered with during stabling, C & W staff shall be deputed to examine the stabled train and issue a fresh 'Brake Power Certificate'.	Renumbered as 4.31.3 and amended as... When a train is stabled on account of inadequate brake power or where it is reported that the train brake system has been tampered with during stabling, C & W staff shall be deputed to examine the stabled train and issue a fresh 'Brake Power Certificate'.

Contd...2.

Item no. 4 of AS-12	4.31.3	<div>Existing Rule</div> <div>Loco Pilots and Guards shall ensure before starting their trains that the minimum-prescribed level of vacuum air pressure (given in the following table) is available on the locomotives and brake-vans respectively. In other words, Loco Pilots shall ensure that the prescribed level of vacuum air pressure has been obtained in the locomotives and Guards shall ensure that the prescribed level of vacuum air pressure has been obtained in their brake-vans.</div> <table><tr><td>Type of Service</td><td>Engine</td><td>Brake-van</td><td>Average</td></tr><tr><td>M/E</td><td>53</td><td>47</td><td>50</td></tr><tr><td>Passenger</td><td>50</td><td>44</td><td>47</td></tr><tr><td>Goods</td><td>46</td><td>38</td><td>42</td></tr></table> <div>NOTE: Whenever a coaching train runs initially on passenger and subsequently on express services, vacuum levels on such rakes will be maintained as those prescribed on M/E trains.</div>	Type of Service	Engine	Brake-van	Average	M/E	53	47	50	Passenger	50	44	47	Goods	46	38	42							
	Type of Service	Engine	Brake-van	Average																					
	M/E	53	47	50																					
Passenger	50	44	47																						
Goods	46	38	42																						
4.31.6	<div>Whenever train engine is changed, brake continuity test from engine to last vehicle should be conducted and it should be ensured that the requisite amount of vacuum/air pressure is obtained in loco and brake-van. The same shall be recorded by the Loco Pilot and Guard in their rough journal book/reference book and confirm to each other through walkie-talkie.</div>																								
	<div>Rule Amended</div> <div>Clubbed SRs 4.31.3, 4.31.6, Appendix VI para no.3.3, 14.2 & 15, amended and renumbered as 4.32.3 as...</div> <div>Before starting the trains, Loco Pilots and Guards shall ensure that the prescribed minimum level of air pressure (as given in the following table) is available / obtained on the locomotives and brake-vans respectively. The Loco Pilot shall sign the 'Brake Power Certificate' after satisfying that the prescribed minimum level of air pressure has been obtained in the locomotive and that the Guard has signed it.</div> <div>The minimum level of air pressure to be maintained</div> <table><tr><th rowspan="2">Type of service</th><th colspan="2">Brake pipe pressure in Train (kg/cm2)</th><th colspan="2">Feed pipe pressure in Train (kg/cm2)</th></tr><tr><th>Locomotive</th><th>Brake Van</th><th>Locomotive</th><th>Brake Van</th></tr><tr><td>Coaching Trains</td><td>5.0</td><td>4.8</td><td>6.0</td><td>5.8</td></tr><tr><td>Goods / Material Trains (upto 58 wagons)</td><td>5.0</td><td>4.8</td><td>6.0</td><td>5.8</td></tr><tr><td>Goods / Material Trains (beyond 58 wagons)</td><td>5.0</td><td>4.7</td><td>6.0</td><td>5.7</td></tr></table> <div>Before starting a train, either from originating station or after any attachment/detachment of vehicles/locomotive or change of traction (from Electric to Diesel or vice versa) the Loco Pilot and the Guard shall carry out the Brake Continuity test as per the Joint Procedure Order issued.</div>	Type of service	Brake pipe pressure in Train (kg/cm2)		Feed pipe pressure in Train (kg/cm2)		Locomotive	Brake Van	Locomotive	Brake Van	Coaching Trains	5.0	4.8	6.0	5.8	Goods / Material Trains (upto 58 wagons)	5.0	4.8	6.0	5.8	Goods / Material Trains (beyond 58 wagons)	5.0	4.7	6.0	5.7
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Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 5 of AS-12	7.2 of Appendix-VI	The 'brake power certificate' issued to a through goods train is valid till it reaches destination. When however, a train is stabled en route, the Loco Pilot shall hand over the 'brake power certificate' available with him to the Station Master for safe custody. The Station Master shall hand over the original 'brake power certificate' collected from the Loco Pilot of the stabled train to outgoing Loco Pilot. The Loco Pilot shall ensure that the 'brake power certificate' handed over to him is correct and valid before starting the train.	Clubbed, amended and renumbered as SR 4.32.2 ... Loco Pilot and Guard shall ensure that the 'Brake Power Certificate' handed over to them is correct and valid before starting the train. The Fit to Proceed Report (Brake Power Certificate) must be possessed by the Loco Pilot and the Guard of the train till the train completes its journey.
	4.31.4	The Fit to proceed (Brake Power Certificate - RS-6) must be possessed by the Loco Pilot of the train till the train completes its journey.	
Item no. 6 of AS-12	4.34.5	For coaching trains, at originating station, the TXR staff shall close the doors of Guard's compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front/middle SLR and lock with Universal lock. TXR shall make an endorsement on BPC to this effect.	Renumbered as SR 4.31.4 with no change in content.
Item no. 7 of AS-12	4.31.5	At the stations after loading/unloading, or tipping (where there is no TXR), or while clearing stabled stock from a station or in case of invalid BPC, the GLP check shall be conducted as per the check list given below. Other instructions as contained in JPO on freight train examination issued from time to time shall be followed. When a train is ordered without guard and GLP check is necessary the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check. NOTE: The time prescribed for Guard and Loco Pilot (GLP) check of train consisting of 60 units is 30 minutes. When a train is ordered without guard, if GLP check is necessary and Loco Pilot is alone conducting GLP check, 60 minutes time is allowed for a rake consisting of 60 units. (Unit may be a 4 wheeler or 8 wheeler).	Renumbered as 4.32.10.3 and amended as... When a train is ordered without guard, and GLP check is necessary, the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check.

Item no. 8 of AS-12	4.31.5.A.	Existing Rule																		
		GLP (Guard & Loco Pilot) check list:																		
		1.	Rake integrity is not disturbed by ten or more than 10 FWUs. Only intensively examined wagons given fitness by train examining staff may be attached.																	
		2.	All CBCs and air hoses are properly coupled and locked.																	
		3.	All the angle cocks are in open condition.																	
		4.	The last Angle cock is in closed condition.																	
		5.	Empty/Load device handles, if available, is are in proper position.																	
		6.	There are no loose fittings/hanging parts like push-pull rod, brake beam, safety brackets, brake blocks and operating handle etc., which may endanger safe running of the train.																	
		7.	There are no broken or displaced springs.																	
		8.	There are no displaced elastomeric pads.																	
		9.	Hand brakes are released.																	
		10.	Doors of wagons are closed and secured.																	
		11.	Ensure visually that there is no excessive body bulging, which is dangerous.																	
		12.	Any symptoms of Hot axle like de-colorization of bearing, heavy grease oozing, breakage of axle box cover plate, end plate etc.																	
		13.	Any other abnormality noticed which may endanger the safety and action taken.																	
		14.	Continuity of brake pipe pressure is confirmed before starting the train.																	
	15.	Efficacy of Brake power.																		
16.	Brake Power percentage.																			
4.31.5.C	Guard and Loco Pilot shall prepare a memo jointly on a plain sheet in triplicate, After making the endorsement on the joint memo, the SM/YM will shall inform the section controller after making the endorsement on the joint memo and obtain clearances for the train to move.																			
4.31.5.D	Pro-forma for joint check by the Loco Pilot and Guard <table><tr><td>1. Date:</td><td>Station:</td></tr><tr><td colspan="2">2. Train No. and Loco No.:</td></tr><tr><td colspan="2">3. From..... To:</td></tr><tr><td colspan="2">4. BPC No., date & station of issue:</td></tr><tr><td colspan="2">5. Loaded at or tippled at:</td></tr><tr><td colspan="2">6. Time of Locomotive attached:</td></tr><tr><td colspan="2">7. Total Load:</td></tr><tr><td colspan="2">8. Brake power percentage:</td></tr><tr><td>Signature of Loco Pilot (Name of Loco Pilot)</td><td>Signature of Guard (Name of Guard)</td></tr></table>		1. Date:	Station:	2. Train No. and Loco No.:		3. From..... To:		4. BPC No., date & station of issue:		5. Loaded at or tippled at:		6. Time of Locomotive attached:		7. Total Load:		8. Brake power percentage:		Signature of Loco Pilot (Name of Loco Pilot)	Signature of Guard (Name of Guard)
1. Date:	Station:																			
2. Train No. and Loco No.:																				
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6. Time of Locomotive attached:																				
7. Total Load:																				
8. Brake power percentage:																				
Signature of Loco Pilot (Name of Loco Pilot)	Signature of Guard (Name of Guard)																			

Item no. 8 of AS-12 Contd.	Rule Amended																				
	All three clubbed, amended and renumbered as 4.32.10.4....																				
	GLP (Guard & Loco Pilot) check list:																				
	1.	Rake integrity is not disturbed by more than 4 (four) wagons. Only intensively examined wagons given fitness by train examining staff may be attached.																			
	2.	All CBCs and air hoses are properly coupled and locked.																			
	3.	All the angle cocks are in open condition.																			
	4.	The last Angle cock is in closed condition.																			
	5.	Empty/Load device handles, where provided, are in proper position.																			
	6.	There are no loose fittings/hanging parts like push-pull rod, brake beam, safety brackets, brake blocks and operating handle etc., which may endanger safe running of the train.																			
	7.	There are no broken or displaced springs.																			
	8.	There are no displaced elastomeric pads and canted Adopter.																			
	9.	Hand brakes of all wagons are released.																			
	10.	Doors of all wagons are closed and locked/secured.																			
	11.	Ensure visually that there is no excessive body bulging, which is dangerous.																			
	12.	Any symptoms of Hot axle like de-colourisation of bearing, heavy grease oozing, breakage of axle box cover plate, end plate etc.																			
13.	Any other abnormality noticed which may endanger the safety and action taken.																				
14.	Continuity of brake pipe pressure is confirmed before starting the train.																				
<p>Guard and Loco Pilot shall prepare a memo jointly in triplicate, as per the pro-forma given below, indicating the brake power and deficiency, if any, append their signatures and both of them shall retain a copy of the same. Guard should obtain the endorsement of SM/YM on two copies of joint memo and hand over the third for the record of SM/YM. When train is ordered without Guard, the memo shall be prepared in duplicate and signed by LP alone and he/she shall obtain the endorsement of SM/YM in one copy and hand over the other for the record of SM/YM.</p> <p>Pro-forma for joint check by the Loco Pilot and Guard</p> <table border="1"><tr><td>1. Date:</td><td>Station:</td></tr><tr><td colspan="2">2. Train No. and Loco No.:</td></tr><tr><td colspan="2">3. From..... To:</td></tr><tr><td colspan="2">4. BPC No., date & station of issue:</td></tr><tr><td colspan="2">5. Loaded at or tippled at:</td></tr><tr><td colspan="2">6. Time of Locomotive attached:</td></tr><tr><td colspan="2">7. Total Load:</td></tr><tr><td colspan="2">8. Brake power percentage:</td></tr><tr><td colspan="2">9. Deficiencies</td></tr><tr><td>Signature of Loco Pilot (Name of Loco Pilot)</td><td>Signature of Guard (Name of Guard)</td></tr></table>		1. Date:	Station:	2. Train No. and Loco No.:		3. From..... To:		4. BPC No., date & station of issue:		5. Loaded at or tippled at:		6. Time of Locomotive attached:		7. Total Load:		8. Brake power percentage:		9. Deficiencies		Signature of Loco Pilot (Name of Loco Pilot)	Signature of Guard (Name of Guard)
1. Date:	Station:																				
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8. Brake power percentage:																					
9. Deficiencies																					
Signature of Loco Pilot (Name of Loco Pilot)	Signature of Guard (Name of Guard)																				

Item No.	SR No.	Existing Rule	Rule Amended/Added																								
Item no. 9 of AS-12	4.31.5.B	The rake should be cleared with twin pipe brake system if BPC has endorsement as twin pipe, subject to a compatible loco being attached to the train.	Renumbered as 4.32.8 with no change in content.																								
Item no. 10 of AS-12	4.32.	Loco Pilots shall personally ensure that the coupling and the hose pipe between the engine and the train are properly connected up.	Renumbered as 4.32.1 and amended as In addition to ensuring that the coupling between the engine and the train is properly secured as per GR 4.32. b, Loco Pilots shall also personally ensure that the hose pipe connections between the engine and the train are proper.																								
Item no. 11 of AS-12	3.1. of Appendix VI	A banking engine or assisting engine, if attached shall not assist in creating vacuum/ building air pressure.	Renumbered as SR 4.32.4 and amended as following. A banking engine or assisting engine, if attached shall not assist in building air pressure.																								
Item no. 12 of AS-12	16.2 of Appendix-VI	<div>Existing rule</div> <table><tr><td rowspan="3">Coaching</td><td>Service</td><td>Originating %</td><td>Enroute %</td></tr><tr><td>Mail/Express</td><td>100</td><td>90</td></tr><tr><td>Passenger</td><td>100</td><td>Not specified</td></tr><tr><td rowspan="2">Freight</td><td>CC rake</td><td>100</td><td>Not specified</td></tr><tr><td>Others</td><td>85</td><td>Not specified</td></tr></table>		Coaching	Service	Originating %	Enroute %	Mail/Express	100	90	Passenger	100	Not specified	Freight	CC rake	100	Not specified	Others	85	Not specified							
	Coaching	Service	Originating %		Enroute %																						
Mail/Express		100	90																								
Passenger		100	Not specified																								
Freight	CC rake	100	Not specified																								
	Others	85	Not specified																								
		<div>Rule Amended</div> <p>Renumbered as SR 4.32.5 and amended as following...</p> <table><tr><th colspan="2" rowspan="2">Service</th><th colspan="2">Brake Power Percentage (%)</th></tr><tr><th>Originating</th><th>Enroute</th></tr><tr><td>Coaching</td><td>Mail/Express/ Passenger</td><td>100</td><td>90</td></tr><tr><td rowspan="3">Goods</td><td>CC rakes</td><td>100</td><td>90</td></tr><tr><td>Premium rakes</td><td>95</td><td>Not specified</td></tr><tr><td>Ordinary end-to-end rakes</td><td>90</td><td>75</td></tr><tr><td>Material</td><td>-</td><td>90</td><td>Not specified</td></tr></table> <p>If the percentage falls below the levels indicated above, speed of the trains shall be regulated suitably.</p>		Service		Brake Power Percentage (%)		Originating	Enroute	Coaching	Mail/Express/ Passenger	100	90	Goods	CC rakes	100	90	Premium rakes	95	Not specified	Ordinary end-to-end rakes	90	75	Material	-	90	Not specified
Service		Brake Power Percentage (%)																									
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Coaching	Mail/Express/ Passenger	100	90																								
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	Premium rakes	95	Not specified																								
	Ordinary end-to-end rakes	90	75																								
Material	-	90	Not specified																								

Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 13 of AS-12	Para 5.5 of Appendix VI	BOX and BCX type wagons on the BG and certain wagons on the MG are fitted with SAB brake regulator/slack adjuster and empty/load device. The empty/load operating handle, wherever provided, should be set in 'empty' position when the wagon is empty or partially loaded with gross load not exceeding 42.5 tonnes and in 'load' position when the gross weight of wagon exceeds 42.5 tonnes. For the convenience of staff, the sign plate is painted yellow to indicate 'empty' position and painted black to indicate 'load' position.	Renumbered as SR 4.32.6 and amended as... The empty/load operating handle, where provided, should be set in 'empty' position when the wagon is empty or partially loaded with gross weight not exceeding 42.5 tonnes and in 'load' position when the gross weight of wagon exceeds 42.5 tonnes.
Item no. 14 of AS-17	7.2 of Appendix VI	The 'brake power certificate' issued to a through goods train is valid till it reaches destination. When however, a train is stabled en route, the Loco Pilot shall hand over the 'brake power certificate' available with him to the Station Master for safe custody. The Station Master shall hand over the original 'brake power certificate' collected from the Loco Pilot of the stabled train to outgoing Loco Pilot. The Loco Pilot shall ensure that the 'brake power certificate' handed over to him is correct and valid before starting the train.	Renumbered as SR 4.32.7 and amended as... Whenever a train is stabled enroute, the Loco Pilot and Guard shall hand over the 'Brake Power Certificate' available with him/her to the Station Master for safe custody. The Station Master shall hand over the original 'Brake Power Certificate' collected from the Loco Pilot and Guard of the stabled train to outgoing Loco Pilot and Guard.
Item no. 15 of AS-12	S.R. 4.31.5.	At the stations after loading/unloading, or tipping (where there is no TXR), or while clearing stabled stock from a station or in case of invalid BPC, the GLP check shall be conducted as per the check list given below. Other instructions as contained in JPO on freight train examination issued from time to time shall be followed. When a train is ordered without guard and GLP check is necessary the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check. NOTE: The time prescribed for Guard and Loco Pilot (GLP) check of train consisting of 60 units is 30 minutes. When a train is ordered without guard, if GLP check is necessary and Loco Pilot is alone conducting GLP check, 60 minutes time is allowed for a rake consisting of 60 units. (Unit may be a 4 wheeler or 8 wheeler).	Renumbered as SR 4.32.9 Other instructions as contained in JPOs issued from time to time shall be followed.
Item no. 16 of AS-12	S.R. 4.32.10.	NIL	Guard and Loco-pilot check

Item no. 17 of AS-12	4.31.5	<p style="text-align: center;">Existing Rule</p> <p>At the stations after loading/unloading, or tipping (where there is no TXR), or while clearing stabled stock from a station or in case of invalid BPC, the GLP check shall be conducted as per the check list given below. Other instructions as contained in JPO on freight train examination issued from time to time shall be followed. When a train is ordered without guard and GLP check is necessary the Loco Pilot is completely responsible for conducting GLP check. However, one Pointsman from the station shall be deputed to assist the Loco Pilot in conducting GLP check. NOTE: The time prescribed for Guard and Loco Pilot (GLP) check of train consisting of 60 units is 30 minutes.</p> <p>When a train is ordered without guard, if GLP check is necessary and Loco Pilot is alone conducting GLP check, 60 minutes time is allowed for a rake consisting of 60 units. (Unit may be a 4 wheeler or 8 wheeler).</p>																								
		<p style="text-align: center;">Rule Amended</p> <p>Renumbered as SR 4.32.10.1 and amended as- GLP check of a goods train is required in following circumstances:</p> <ul style="list-style-type: none">(i) At every loading/Unloading point, the CC and Premium rakes, shall be checked by the Guard and the Loco Pilot, before commencement of journey.(ii) After a rake is unloaded in a tippler, where C&W staff are not available GLP check shall be done by the Guard and the Loco Pilot.(iii) For end to end BPC rakes, if the unloading point is not a train examination point, then the rake shall be cleared with GLP check to the next examination point in the direction of movement.(iv) For end to end rakes, in case where back loading is done at a non-train examination point, such trains shall be moved on GLP check upto first nominated train examination yard in the direction of movement.(v) While clearing a rake stabled for more than 24 hours at a station enroute.(vi) If BPC is invalid. <p>BPC becomes invalid under the following conditions for different types of examinations:</p> <table><tr><th>S.No.</th><th>CC</th><th>Premium</th><th>End to end</th></tr><tr><td>1</td><td colspan="3">When rake integrity is disturbed by more than 4 wagons.</td></tr><tr><td>2</td><td colspan="3">When the rake is stabled for more than 24 hrs. at Train examination Yard.</td></tr><tr><td>3</td><td>CC rakes moved to any other Zone not mentioned in the circuit.</td><td>-</td><td>-</td></tr><tr><td>4</td><td>Overdue CC rake is not moved in the direction of PME depot.</td><td>Premium rake moves for loading after 12 days from the date of issue of BPC.</td><td>-</td></tr><tr><td>5</td><td>CC Rake running more than 35 days/ 7500 kms or as per latest guidelines issued by Railway Board.</td><td>Empty rake running after the 12th day of issue of BPC or as per latest guidelines issued by Railway Board.</td><td>Destination stations not mentioned or unsigned corrections of destination name in the BPC of loaded rakes.</td></tr></table> <p>Note: As per Railway Board letter No. 2002/M (N)/204/10/Vol.I dated 30.07.2009 regarding validity of BPC for detachment/ attachment of 5 BLC/BLL wagons permitted enroute during validity of BPC.</p>	S.No.	CC	Premium	End to end	1	When rake integrity is disturbed by more than 4 wagons.			2	When the rake is stabled for more than 24 hrs. at Train examination Yard.			3	CC rakes moved to any other Zone not mentioned in the circuit.	-	-	4	Overdue CC rake is not moved in the direction of PME depot.	Premium rake moves for loading after 12 days from the date of issue of BPC.	-	5	CC Rake running more than 35 days/ 7500 kms or as per latest guidelines issued by Railway Board.	Empty rake running after the 12th day of issue of BPC or as per latest guidelines issued by Railway Board.	Destination stations not mentioned or unsigned corrections of destination name in the BPC of loaded rakes.
	S.No.	CC	Premium	End to end																						
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Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 18 of AS-12	SR 4.32.10.2	NIL	Post loading examination after loading of the rake with steel consignment shall be done by SSE/JE (C&W) only.
Item no. 19 of AS-12	8 of Appendix -VI	As and when there is change of traction i.e. electric to diesel or vice versa, the formation should be released by Assistant Loco Pilot/Guard of the train/station staff/ C&W staff/siding staff and the train started after conducting brake continuity test and after obtaining requisite vacuum/ air pressure.	Renumbered as 4.32.11 and amended as- As and when there is change of traction i.e. electric to diesel or vice versa, after ensuring coupling and hose pipes connected, the formation should be released by Assistant Loco Pilot/Guard of the train/station staff/ C&W staff/siding staff. The train shall be started after conducting brake continuity test and after obtaining requisite air pressure.
Item no. 20 of AS-12	6 of Appendix -VI	Instructions for train operation – en route:	Renumbered as 4.32.12 No change in content.
Item no. 21 of AS-12	6.1 of Appendix -VI	Brake power should be checked in accordance with instructions given to Loco Pilots in para 10-12 (reproduced below) of the Hand Book for Loco Pilots issued by the Safety Directorate of the Ministry of Railways. At the first opportunity, after starting, destroy a part of vacuum/air pressure in order to get an idea of the brake power of your train. On the basis of this test, you must regulate your speed in such a way that you can stop your train wherever required during the run. In the same manner, test your brake power on train, on first falling gradient so that you will get a better idea of brake power on the train	Renumbered as (i) of 4.32.12 and amended as... At the first opportunity, after starting, the Loco Pilot shall destroy a part of air pressure in order to get an idea of the brake power of the train. On the basis of this test, the Loco Pilot shall regulate the train's speed in such a way that he/she can stop the train wherever required during the run. In the same manner, the Loco Pilot shall test brake power of the train, on first falling gradient so that he/she will get an idea of brake power of the train.

Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 22 of AS-12	6.2 of Appendix VI	In case of a Loco Pilot experiencing any inadequacy of brake power and he is unable to control and stop his train, he shall restrict the speed of his train so as to keep it under control all the time and work his train cautiously to the nearest train examining point where C & W staff shall examine and rectify the defects if any and issue a fresh 'brake power certificate' or make suitable endorsement. A train should not be stabled or locomotive detached for poor brake power at an intermediate station, unless a joint check has been carried out by the sectional LI/JDI, Traffic Inspector and CWI TXR to determine the adequacy of the brake power.	Renumbered as (ii) of 4.32.12 and amended as - In case of a Loco Pilot experiencing any inadequacy of brake power and is unable to control and stop the train, he/she shall restrict the speed of the train so as to keep it under control all the time and work the train cautiously to the nearest train examining point where C & W staff shall examine and rectify the defects if any and issue a fresh 'Brake Power Certificate' or make suitable endorsement.
Item no. 23 of AS-12	3.2 of Appendix VI	They should be cautious when starting trains after bringing them to a halt by full service or emergency application of brakes. The full release time as indicated below should be provided before checking with the Guard that the specified amount of air pressure/vacuum has been achieved in brake van and before attempting to start the train.	Renumbered as (iii) of 4.32.12 and amended as - When starting trains after bringing them to a halt by full service or emergency application of brakes, the Loco Pilots shall build air pressure in the locomotives to the levels indicated in SR 4.32.3 above and allow it to build up in the brake-vans before starting their trains.
Item no. 24 of AS-12	4.34.1	In the case of a passenger carrying train worked throughout with the vacuum brake, the Guard shall not give the signal to start at the train starting station or at a station at which vehicles have been attached or detached, until he has satisfied himself that prescribed vacuum as shown in SR. 4.31.3 is available on vacuum gauge in the rear brake-van. If prescribed vacuum be maintained, the train shall not be started until the fault is rectified and if the fault cannot be rectified, the defective engine or vehicle shall be detached.	The Guard shall not give the signal to start at the train starting station or at a station at which vehicles have been attached or detached, until he/she has satisfied him/herself that prescribed air pressure as shown in SR 4.32.3, is available in the rear brake-van. If prescribed pressures could not be maintained, the train shall not be started until the fault is rectified and if the fault could not be rectified, the defective engine or vehicle shall be detached.
Item no. 25 of AS-12	4.34.2	The Guards shall ensure that the marshalling on trains is in accordance with the instructions in force.	The Guards shall ensure that the marshalling on trains is in accordance with the instructions given in Appendix – VIII (Marshalling) of SCR G&SR.

Item No.	SR No.	Existing Rule	Rule Amended/Added
Item no. 26 of AS-12	4.34.5	For coaching trains, at originating station, the TXR staff shall close the doors of Guard's compartment (if it is not leased) and luggage portions (if it is not leased or not loaded with parcels) of front/middle SLR and lock with Universal lock. TXR shall make an endorsement on BPC to this effect.	Guard shall also carryout duties assigned to him/her vide SRs 4.32.2, 4.32.3, 4.32.11 and ensure compliance of SRs 4.32.5, 4.32.6, 4.32.8, 4.32.9 & 4.32.10.
Item no. 27 of AS-12	Appendix VI	(Pages 409 to 417)	Deleted. (Duly incorporating required paras in SRs above)
Item no. 28 of AS-12	9.02.1	The 'on' position of an Automatic Stop signal may be due to the presence of a train in the automatic signalling section ahead including the adequate distance beyond it or due to an obstruction on the track or a broken or a displaced rail or any other cause.	While proceeding ahead, after stopping as per GR 9.02(1), even if the subsequent signal is 'off', the Loco pilot shall under no circumstances exceed 15 kilometers an hour, so as to stop short of any obstruction. The 'on' position of an Automatic Stop signal may be due to the presence of a train in the automatic signalling section ahead including the adequate distance beyond it or due to an obstruction on the track or a broken or a displaced rail or any other cause.

II. Following amendments to GRs 1.01 (1) and 15.02 that have been notified by the Government of India vide Extraordinary Gazette notification no. 687, dated 30.11.2023 have been notified for implementation in SCR.

Item No.	GR No.	Existing Rule	Rule after Amendment/Addition
Item no.29 of AS-12	1.01 (1)	These rules may be called the Indian Railways (Open Lines) General (Second Amendment) Rules, 2023.	These rules may be called the Indian Railways (Open Lines) General (Third Amendment) Rules, 2023.
Item no. 30 of AS-12	15.02 (c)	NIL	New GR Inserted (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.

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 & Plng;
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.

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