

**Sub: Correction Slip No.23 to KRCL G&SR (Printed in the year 2020)**

As approved by authorized officer S.R. 9.12.2(A) Note 7 is modified as under. The Authority Forms T/A 912 and T/D 912 are also modified.

**S.R. 9.12.2(A) Note 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 **duly proceeding with great caution from one kilometre before the Semi-Automatic/ Manual First Reception Stop Signal**, subject to other speed restrictions in force. The speed over facing points, if any, being restricted to 15 KMPH.

**Note:** Modified Authority Forms **T/A 912** and **T/D 912** are annexed.

  
17.06.2025  
DY.COM

(Zone Name) RAILWAY

Form No. T/ A 912\*\*

Sr. No. \_\_\_\_\_

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

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

Station \_\_\_\_\_

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

Date \_\_\_\_\_

To \_\_\_\_\_

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

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

(b) When running in wrong line (i) you must ascertain those points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. \_\_\_\_\_ a

re 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 \_\_\_\_\_ mins

Signature of Loco Pilot/Motorman \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

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

\*\*When T/A 912 is issued along with other forms most restrictive speed mentioned in given forms must be followed.



(Zone Name) RAILWAY

Form No. T/ D 912

Serial No. \_\_\_\_\_

**AUTHORITY FOR WORKING OF TRAINS  
DURING PROLONGED SIGNAL FAILURE IN AUTOMATIC BLOCK SYSTEM  
(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.

**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. Proceed with great caution from \_\_\_\_\_ km, that is one Km before approaching Semi-Automatic/ Manual first Reception Stop Signal.**

**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