

Sub Correction Slip No.24 to KRCL G&SR (Printed in the year 2020)

As approved by Authorized Officer following SRs of G&SR of KRCL printed in 2020.
are Amended / New SRs added

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(C.K. Thobias)
DYCOM

Correction Slip No 24 of KRCL G&SR printed in 2020

S. N	Existing	Revised
1	NIL	<p>SR 3.13(1) Whenever a Calling on signal is taken 'off' to authorize a movement, the interlocked points governed by the signal need not be clamped and padlocked even when Form S&T(T/351) is issued for rectification of track circuit failure, <u>except when the points to be disconnected are mentioned in the form and are in the route of the signal.</u></p>
2	NIL	<p>SR.3.17-1</p> <ol style="list-style-type: none"> I. A& AG marker light for Semi-Automatic Stop signal shall be of approved type. II. A & AG markers shall be provided with white illuminated letter 'A' and white illuminated letters 'AG' against black background III. If both markers 'A' and 'AG' are lit at the same time, signals should be treated as defective. IV. When a Semi-Automatic Stop Signal is required to protect a level crossing gate as also points or in case of Modified Semi-Automatic Stop signal protecting level crossing gate, the signals may be provided with an illuminated 'AG' marker in addition to the illuminated 'A' marker. V. Letter 'A' shall be lit only when the gates are closed and locked against road traffic and points are correctly set and locked for the route. Letter 'AG' shall be lit only when the conditions for "A" Marker to light up are satisfied except for the level crossing gate which may either be open to road traffic or may have failed. VI. Neither 'A' nor 'AG' markers shall be lit when the points are not correctly

		<p>VI. Neither 'A' nor 'AG' markers shall be lit when the points are not correctly set and locked for the route or have failed.</p> <p>VII. In case of Modified Semi-Automatic Stop signal protecting level crossing gate. 'A' Sign shall be lit only when the gates are closed and locked against road traffic. Letter 'AG' shall be lit only when the conditions for 'A' Marker to light up are satisfied except for the level crossing gate which may either be open to road traffic or may have failed.</p> <p>VIII. When Mid-Section Modified Semi-Automatic Stop signal protecting level crossing gate is provided with 'A' & 'AG' markers, during modified automatic signal working, 'A' & 'AG' markers of Mid-Section Modified Semi-Automatic Stop signal, Advance Starter signal of the dispatching station and Home signal of the station in advance shall be extinguished.</p> <p>IX. A white light for 'A/AG' marker indication should be lit up on the control panel below the symbol of the signal when set for automatic working.</p> <p>X. Appearance of markers shall be fixed on the signal post below the signals as under.</p> <div data-bbox="1042 1476 1420 1675" data-label="Diagram"> </div> <p><u>Semi -Automatic Gate Stop Signal</u></p>
3.	<p>SR3.51(4) Stations provided with interlocked crank handles</p> <p>If a point is defective and has been set to the required position by crank handle, a normal signalled movement</p>	<p>SR3.51(4) Stations provided with interlocked crank handles.</p> <p>I. If a point is defective and has been set to the required position by the crank handle a normal signal</p>

	<p>can be made if the crank handle is restored to the normal lock and the signal comes off after being taken off. No clamping and padlocking is required in such case. If the signal does not come off after the signal button is operated clamping and padlocking is to be done and trains are to be signalled past the defective signal in accordance with GR.3.69 and GR 3.70</p>	<p>movement can be made if the crank handle is restored to its normal lock and the signal comes off after being taken off</p> <p>II. If the points in the route are locked by route setting with locking and steady point indication on the panel but the signal does not come off, no clamping and padlocking is required. In such case, <u>"Route Set and Lock indication available on panel"</u> will be endorsed on authority by Station Master.</p> <p>III. If signal does not come off after the signal button is operated or the route setting is not achieved for locking of points in the route, clamping and pad locking is to be done as per GR 3.69 and GR 3.70</p>
4	<p>S.R.4.16 (1) Light engines, single or coupled must carry in the rear a red tail board of approved design or an unlit red painted tail lamp of approved design on the rear engine and a red tail lamp of approved design displaying a flashing a red light. Coupled engines must carry a tail board of approved design or an unlit red painted tail lamp of approved design on the rear engine and a red tail lamp of approved design displaying a flashing red light and tail board /tail lamp on the leading engine must always be removed.</p> <p>(2) A red flag in place of a tail board or an unlit tail lamp during the day may be used in emergencies with the approval of an officer of Operating Department.</p> <p>SR4.16(3): "Due to presence of number of tunnels in Konkan Railway, a FLASHER type tail lamp shall be fixed in rear of every train in addition to tail lamp/tail board, to indicate the last vehicle. It must be ensured the tail</p>	<p>SR4.16 (1)</p> <p>(a)(i) In order to indicate to the staff that a train is complete, the last vehicle shall be distinguished by affixing to the rear of it by day and by night, a LED based flashing red tail lamp in lit condition.</p> <p>(ii) Other device referred in GR 4.16-1(c) shall be LED based flashing red tail lamp in lit condition which includes inbuilt LED based flashing red tail lamp.</p> <p>(iii) In an emergency, when a LED based flashing red tail lamp in lit condition is not available or when it is desired to make a short trip with a shunting engine, a red flag is permitted during daylight and in clear weather only to indicate that the train is complete.</p> <p>(iv) During day and night, one inbuilt red light provided on EMU, MEMU, DEMU, as a Tail Lamp shall be illuminated, on the rearmost vehicle and similar indication shall not be given in any other part of the EMU, MEMU, & DEMU. Destination indicator shall be provided at either end of EMU, MEMU & DEMU</p>

<p>lamp is lit in the rearmost vehicle and tail lamps of intermediate coaches, if any, are switched off.”</p> <p>(a) During night, a red-light flashing tail lamp shall be fixed on the last vehicle of every train. In the day, a self-reflective tail board of approved design shall also be fixed along with the red flashing tail lamp.</p> <p>(b) Guard of the Train shall ensure that in built tail light, if provided on any vehicle, is switched off before starting the train, irrespective of its marshalling position, except last vehicle.</p> <p>(c) On Rajdhani express and Shatabdi express trains, the last vehicle inbuilt tail lamps need not be switched off as they are sufficiently powerful and adequately visible (In absence of guard at the train originating station, the responsibility will lie with the station master.)”</p>	<p>(b) When an assisting engine/banker is attached in rear of a train, the last vehicle indication must be affixed behind the assisting engine/banker, and replaced behind the last vehicle when the assisting engine is detached. The TMR is responsible for carrying out this rule.</p> <p>(c) TMR, when working trains on the double line, shall watch the LED based flashing red tail lamp in lit condition of passing trains. If he notices that train passes without/unlit tail lamp on the last vehicle, he shall report at the next station.</p> <p>SM of the reporting station shall inform to the Section Controller and SM of station concerned, where train approaches without /unlit LED based flashing red tail lamp, who will take appropriate steps to lit the tail lamp.</p> <p>If it is not possible to lit the tail lamp, trains can be permitted to run with tail lamp in unlit condition on last vehicle during day or night, by advising the same to Section Controller and SM of station in advance while obtaining line clear. Defective tail lamp shall be replaced at the first opportunity where tail lamp is made available.</p> <p>(d) Running of light engine/engines in block section:</p> <p>During Day or Night - One of the rear panel (marker) red lights must be lit. In case of two locomotives running coupled together, the panel (marker) red light will be lit on the rear of the rearmost locomotive.</p> <p>(e) The TMR must ensure that the LED based flashing red tail lamp is lit only on the last vehicle.</p> <p>(f) Brake vans and certain other vehicles are fitted with fixed electric body tail lamps which are not LED based flashing type, these tail lamps must not be used.</p>
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5	<p>S.R.4.17(1) (a) When a train passes a station without tail lamp or tail board being visible to the Station Master, he must at once send "Train passed without tail lamp or tail board" signal on the block instrument to the station in advance, and also inform the controller.</p> <p>(b)The Station Master must not give "Train out of block section" signal to the station in rear, but must give the "Train passed without tail lamp or tail board" signal in the bell code.</p> <p>(c) The Station Master of the station in advance on receiving the "Train passed without tail lamp or tail board" signal must acknowledge it and place fixed signals at "On" to stop the train.</p>	<p>S.R.4.17(1) (a) When a train passes a station without LED based flashing red tail lamp being visible to the Station Master, he must at once send "Train passed without tail lamp" signal on the block instrument to the station in advance, and also inform the controller.</p> <p>(b)The Station Master must not give "Train out of block section" signal to the station in rear, but must give the "Train passed without tail lamp" signal in the bell code.</p> <p>(c) The Station Master of the station in advance on receiving the "Train passed without tail lamp" signal must acknowledge it and place fixed signals at "On" to stop the train.</p>
6	<p>S.R. 4.19 (2). In addition to the equipment prescribed in Rule 4.19 Guards shall also be provided. (a) Passenger trains: - 1. General and Subsidiary Rule Book (Extracts) 2. Accident Manual (Extracts) 3. One red flashing hand signal lamp. 4. A case containing 10 detonators 5. Guards Journal Book 6. Padlock and keys 7. Tail board. 8. Two red and one green flags mounted on sticks. 9. LED based Tail Lamp. 10. Complaint Book 11. A first aid box</p>	<p>S.R. 4.19 (2). In addition to the equipment prescribed in Rule 4.19 TMR shall also be provided. (a) Passenger trains: - 1. General and Subsidiary Rule Book (Extracts) 2. Accident Manual (Extracts) 3. One red flashing hand signal lamp. 4. A case containing 10 detonators 5. TMR Journal Book 6. Padlock and keys 7. Two red and one green flag mounted on sticks. 8. LED based flashing red Tail Lamp. 9. Complaint Book 10. A first aid box</p>
7	<p>b) Goods Trains: - 1. General and Subsidiary Rule Book (Extracts) 2. Accident Manual (Extracts) 3. A case containing 10 detonators. 4. Guard Journal Book 5. Tail board.</p>	<p>b) Goods Trains: - 1. General and Subsidiary Rule Book (Extracts) 2. Accident Manual (Extracts) 3. A case containing 10 detonators. 4. TMR Journal Book. 5. Led based flashing red tail lamp</p>

	6. Led best Tail lamp 7. Two red and one green flag mounted on sticks 8. One red flashing hand signal lamp. 9. Vacuum gauge and adaptor 10. One dry cell torch (on section where there is significant volume of P.O.L. traffic) 11. Detachable pressure gauge with adaptor 12. Two small size wooden wedges.	6. Two red and one green flag mounted on sticks 7. One red flashing hand signal lamp. 8. Vacuum gauge and adaptor 9. One dry cell torch (on section where there is significant volume of P.O.L. traffic) 10. Detachable pressure gauge with adaptor 11. Two small size wooden wedges
8	S.R.4.19(3) In addition to the equipment's prescribed in Rule 4.19, Loco Pilot shall also be provided: - 1. General and subsidiary rule Book (Extracts) 2. Accident Manual (Extracts) 3. A case containing 10 detonators. 4. Loco Pilot Journal Book. 5. Tail Board 6. Tail lamp 7. Spare Head Light and cab light bulbs. 8. Two red and one green flags mounted on sticks. 9. One red flashing hand signal lamp. 10. Trouble shooting guide (for diesel Loco Pilot).	S.R.4.19(3) In addition to the equipment's prescribed in Rule 4.19, Loco Pilot shall also be provided: - 1. General and subsidiary rule Book (Extracts) 2. Accident Manual (Extracts) 3. A case containing 10 detonators. 4. Loco Pilot Journal Book. 5. LED based flashing red tail lamp 6. Spare Head Light and cab light bulbs. 7. Two red and one green flags mounted on sticks. 8. One red flashing hand signal lamp. 9. Trouble shooting guide (for diesel Loco Pilot).
9	S.R 4.23. (1) (d) Tail lamp / Tail board shall be fixed and secured by the Guard on the last vehicle	S.R 4.23. (1) (d) LED based flashing red tail lamp shall be fixed and secured by the TMR on the last Vehicle
10	S.R 4.23. (1) (h) When passing through a station, Station Master shall observe the LV board/Tail lamp	S.R 4.23. (1) (h) When passing through a station, Station Master shall observe the LED based flashing red tail lamp or as authorised above.
11	S.R. 4.24 (2) In all cases where vehicles are attached behind the rear brake van, the last vehicle must carry a red tail board or an unlit red painted lamp during day time and a red tail lamp by night.	S.R. 4.24 (2) In all cases where vehicles are attached behind the rear brake van, the last vehicle must carry LED based flashing red tail lamp by day and by night. In such case inbuilt tail lamp of brake van should be switched off.

12	S.R. 4.25 (4) Tail board/Tail lamp should be fixed by the Loco Pilot.	S.R. 4.25 (4) LED based flashing red tail lamp should be fixed by the Loco Pilot in case train is running without TMR.
13	<p>SR 4.65(2) EQUIPMENT: The operator of the machine will be responsible to ensure that the following equipment complete in all respects and in working condition, are available on each Track Maintenance Machine before the machine is put on a running line.</p> <p>H S FLAG RED = 2 H S FLAG GREEN = 2 TRICOLOURLED BASED FLASHING H S LAMPS = 2 CHAINS WITH PAD LOCKS = 2 CLAMPS WITH PAD LOCK = 2 DETONATORS (IN A TIN CASE) = 10 TAIL LAMP AND TAIL BOARD = 2 BANNER FLAGS = 2 EMERGENCY FIELD TELEPHONE = 1 SKIDS (WEDGES) = 4 FIRST AID BOX = 1 FIRE EXTINGUISHER = 1 4 CELL FLASHER LIGHT = 1 PETROMAX/LPG LAMP = 1 COPY OF WORKING TIME TABLE = 1 G&SR BOOK (UPTO DATE) = 1 ACCIDENT MANUAL = 1 TRACK MACHINE MANUAL = 1 SAFETY HELMETS (FOR ALL MACHINE STAFF) Each Track Maintenance Machine must be equipped with prescribed head light and tail light, marker light and flasher light as per GR GR4.14 to 4.16 and SR's thereto.</p>	<p>SR 4.65(2) EQUIPMENT: The operator of the machine will be responsible to ensure that the following equipment complete in all respects and in working condition, are available on each Track Maintenance Machine before the machine is put on a running line.</p> <p>H S FLAG RED = 2 H S FLAG GREEN = 2 TRICOLOUR LED BASED FLASHING H S LAMPS = 2 CHAINS WITH PAD LOCKS = 2 CLAMPS WITH PAD LOCK = 2 DETONATORS (IN A TIN CASE) = 10 LED BASED FLASHING RED TAIL LAMP = 2 BANNER FLAGS = 2 EMERGENCY FIELD TELEPHONE = 1 SKIDS (WEDGES) = 4 FIRST AID BOX = 1 FIRE EXTINGUISHER = 1 4 CELL FLASHER LIGHT = 1 PETROMAX/LPG LAMP = 1 COPY OF WORKING TIME TABLE = 1 G&SR BOOK (UPTO DATE) = 1 ACCIDENT MANUAL = 1 TRACK MACHINE MANUAL = 1 SAFETY HELMETS (FOR ALL MACHINE STAFF) Each Track Maintenance Machine must be equipped with prescribed head light and tail light, marker light and flasher light as per GR GR4.14 to 4.16 and SR's thereto.</p>
14	<p>SR 6.02(4) Note: (9) When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check-up that the tail board or the tail lamp correctly exhibited. If the stoppage is on account</p>	<p>SR 6.02(4) Note: (9) When a train is stopped in the block section the TMR shall immediately exhibit a hand danger signal towards the rear and check-up that the LED based flashing red tail lamp correctly exhibited. If the stoppage is on account of accident, failure, obstruction or</p>

	<p>of accident, failure, obstruction or other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the Guard of the fact, whereupon the Guard shall protect the train by placing one detonator at 250 meters from the train on the way out and two 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 Guard the duty of protecting the train shall devolve on the Loco Pilot.</p>	<p>other exceptional cause and the train cannot proceed, the Loco Pilot shall sound the prescribed code of whistle to apprise the TMR of the fact, whereupon the TMR shall protect the train by placing one detonator at 250 meters from the train on the way out and two 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 TMR the duty of protecting the train shall devolve on the Loco Pilot.</p>
15	<p>SR 6.02(5) Note: (19) When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear and check-up that the tail board or the, tail lamp' 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 Guard of the fact, where upon the Guard shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres 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 Guard, the duty of protecting the train shall devolve on the Loco Pilot.</p>	<p>SR 6.02(5) Note: (19) When a train is stopped in the block section the TMR shall immediately exhibit a hand danger signal towards the rear and check-up that the LED based flashing red tail lamp 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 TMR of the fact, where upon the TMR shall protect the train by placing one detonator at 250 metres from the train on the way out and 2 detonators, 10 metres apart, at 500 metres 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 TMR, the duty of protecting the train shall devolve on the Loco Pilot.</p>
16	<p>S.R.6.03(3) (a) The Guard shall then, during day, fix one red flag on the side lamp bracket of his brakevan (on the side where it can best be seen from the engine) and , at night, reverse the side</p>	<p>S.R.6.03(3) (a) The TMR shall then, during day, fix one red flag on the side lamp bracket of his brakevan (on the side where it can best be seen from the engine) and , at night, reverse the side lamp (of his brakevan) on</p>

	lamp (of his brakevan) on that side, to show red towards the engine he shall also ensure that during day, the tail board is in position and, that at night, the tail lamp and side lamps are burning brightly and then arrange to protect the rear of the train, in accordance with Rule 6.03. On seeing the guards stop hand signal, the Loco Pilot shall at once arrange to protect in front on accordance with Rule 6.03	that side, to show red towards the engine he shall also ensure that by day and night the LED based flashing red tail lamp and side lamps are burning brightly and then arrange to protect the rear of the train, in accordance with Rule 6.03. On seeing the TMR stop hand signal, the Loco Pilot shall at once arrange to protect in front on accordance with Rule 6.03																				
17	<p>S.R.8.03(1) To ensure complete arrival of a stopping or a running through train as mentioned in G.R. 8.03 (a) :-</p> <p>(i) The Station Master shall personally see the Tail Board by day or Tail light by night on the last vehicle and</p> <p>iii) At stations where the complete arrival of train cannot be ascertained either by personal observation of Tail Board, Tail lamp or Guard's all right-hand signals by the Station Master, 'Train intact Register' shall be send by the Station Master to the Guard well in time through a Pointsman in uniform Guard shall certify the complete arrival of a train, its standing clear of the fouling marks. Guard shall append his signature in appropriate column against the entry of his train in the "Train Intact Register" which shall have the following columns.</p> <table><tr><td>Date</td><td>Train No.</td><td>Line No.</td><td>Time of arrival</td><td>Guard's signature in token of the complete arrival of the train inside the fouling marks</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>	Date	Train No.	Line No.	Time of arrival	Guard's signature in token of the complete arrival of the train inside the fouling marks						<p>S.R.8.03(1) To ensure complete arrival of a stopping or a running through train as mentioned in G.R. 8.03 (a): -</p> <p>(i) The Station Master shall personally see the by day and night the LED based flashing red tail lamp is on the last vehicle and</p> <p>iii) At stations where the complete arrival of train cannot be ascertained either by personal observation of Tail lamp or TMR's all right-hand signals by the Station Master, 'Train intact Register' shall be send by the Station Master to the TMR well in time through a Pointsman in uniform TMR shall certify the complete arrival of a train, its standing clear of the fouling marks. TMR shall append his signature in appropriate column against the entry of his train in the "Train Intact Register" which shall have the following columns.</p> <table><tr><td>Date</td><td>Train No.</td><td>Line No.</td><td>Time of arrival</td><td>TMR's signature in token of the complete arrival of the train inside the fouling marks</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr></table>	Date	Train No.	Line No.	Time of arrival	TMR's signature in token of the complete arrival of the train inside the fouling marks					
Date	Train No.	Line No.	Time of arrival	Guard's signature in token of the complete arrival of the train inside the fouling marks																		
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18	<p>S.R. 5.23(1),5.23(2), 5.23(3), 5.23(4), 5.23(5), 5.23(6) DELETED AND REVISED</p>	<p>SR.5.23-1 Stabling and Securing of Vehicles/Train/Load at station –</p> <p>Action by Station Master/Traffic staff when vehicles/Train/Load is to be stabled at station</p> <p>(a) While stabling all vehicles trains loads standing at a station shall be so placed and secured that they do not and cannot foul any other line,</p> <p>(b) The vehicles of stable load/train shall be coupled together, in case the stabled load has to be split for any reason, each such split part shall be treated as separate load for purpose of securing.</p> <p>(c) Vehicles Train/ Load shall be chained and padlocked using at least two chains, one at either end. The safety chain shall be passed twice around the trolley frame and rail, and then tie and lock, so that no strain falls on the padlock.</p> <p>(d) At least 4 wooden wedges be used, two each below the outermost pair of wheels at either</p> <p>(e) Hand brakes of at least 6 wagons from either end shall be fully tightened and handbrakes in brake-van /SLR shall be applied.</p> <p>(f) The concerned points shall be set, clamp and padlocked against the blocked line and towards the dead end or trap point (if available) and the key to be kept with the Station Master.</p> <p>(g) Button collars/ lever collars shall be placed on relevant signals and point button/slide/lever etc.</p> <p>(h) As far as possible, the vehicles/train/ load shall be stabled on line which is isolated from other lines, particularly running lines.</p>			

		<p>(i) Securing of vehicles/train/ load shall be done by station staff such as pointsman or any other staff deputed for shunting under personal supervision of TMR or SM/ ASM on duty and in yard, AYM or shunting supervisor.</p> <p>(j) Remarks shall be made in the TSR and/ or SM's diary in red ink to the effect that 'Line no. is blocked and all precautions for securing the load have been taken as prescribed in the rule'. SM will also make necessary entries in this regard in Stable Load Register.</p> <p>(k) After any vehicles/train/load is stabled, the Station Master shall inform the Section Controller under exchange of Private Number that all laid down precautions for stabling and securing the vehicles/train/load have been taken. Section Controller will make the necessary entries in this regard in Stable Load Register.</p> <p>(l) Whenever one or more wagon/vehicle fitted with roller bearings are detached from a train and stabled on running line or siding on a track with a gradient of 1 in 400 or steeper, before such wagons are uncoupled handbrakes shall be applied. Sprags or wooden wedges shall also be used to prevent such wagons from rolling down.</p>
19	NIL	<p>S.R 4.35(2) Precaution, drawing a train ahead: (A) If a train after it has stopped at a station/Yard to be drawn ahead for any reason beyond the starter signal, the Station Master shall advise Guard and Loco Pilot of the train in writing (memo) the reason for doing so, permitting the concerned signal to be passed at "ON". A competent railway servant would invariably be deputed by Station Master for this purpose. The Loco Pilot may then draw his train ahead on receipt of "all right" hand signal from the competent railway servant only upto the fouling mark. The Starter signal, must not be taken "Off" for drawing the train ahead.</p>

		<p>(B) When a train, part of which has gone beyond the Starter signal after drawing it ahead has to restart, the Station Master after ensuring that Line Clear has been obtained from the Station in advance, shall issue starting permit on prescribed form T/511 to the Loco Pilot, only after ensuring that all the points for the departure of the train have been set and the facing points are locked and then take 'Off of the last stop signal . The Loco Pilot will not start his train unless he has received such an authority from the Station Master.</p>
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