



G&SR

C/S 01 - 31

ATC, JABALPUR

G&SR (2016 Edition)**Register of Correction Slip (ENGLISH)**

Correction Slip			Date of receipt of Correction Slip	Correction Made	
No.	Item	Date		In Para	At Page
1	1	27.05.17	05.06.17	Revised SR 14.10.1	281
2	1	12.06.17	20.06.17	New SR 3.78.5 is added below SR 3.78.4	90
3	1(i)	14.06.17	25.06.17	Revised in SR 4.27.2(g) by COM,s instead of CSO	137
	1(ii)	14.06.17	25.06.17	Revised in SR 4.653(b) by Sr.DOM(G)/DOM(G) instead of Sr.DSO/DSO	173
	1(iii)	14.06.17	25.06.17	Revised in SR 15.18.2(2) by PCE or CTE or CBE or COM or CTPM or CSTE or CSTE or CEE instead of CE/CTE/CBE/COM / CSO/CSTE/CEE	313
	1(iv)	14.06.17	25.06.17	Revised in SR 15.18.2(13) by PCE or COM or DRM instead of CE/CSO/DRM	315
	1(v)	14.06.17	25.06.17	Revised in SR 15.18.2(18) by COM or DRM instead of CSO/DRM	323
	2	14.06.17	25.06.17	New SR 5.23.8 is to be added below SR 5.23.7	198
	3	14.06.17	25.06.17	Revised SR 3.64.5(c)	71
4	1	14.07.17	20.07.17	New SR added 4.31.4 below SR 4.31.3	149
5	1	02.08.17	10.08.17	Revised SR 4.19.3	122
6	1	11.08.17	20.08.17	Revised SR 4.25.1(1)	133
7	1	10.10.17	15.10.17	Revised SR 4.09.1(6)(e)	105
8	1	17.10.17	22.10.17	Revised SR 16.03.1	333
9	1	27.03.18	27.03.18	Revised SR 3.75.1	85 & 86
10	1	10.05.18	11.05.18	Revised SR 4.57.3	168
11	1	11.05.18	14.05.18	Revised SR 3.61.2(a)	69
12	1	26.05.18	27.05.18	Revised SR 16.3.5	336
	2	26.05.18	27.05.18	Revised SR 16.3.6	
	3	26.05.18	27.05.18	ADD SR 16.3.7	
13	1	20.06.18	21.06.18	Item no. of SR 16.3.7	336
14	1	10.07.18	12.07.18	Revised SR 3.47.1	50
15	1	06.07.18	18.07.18	Revised SR 4.19.3(b)	127
16	1	2.11.18	20.11.18	Revised SR 3.78.3	88 & 89
	2	2.11.18	20.11.18	Revised SR 3.78.5 (Deleated)	
17	1	31.12.18	1.1.19	Revised SR 16.03.01	333
18	1	03.01.19	04.01.19	Revised GR 1.02	03
	2	03.01.19	04.01.19	Revised GR 1.02	03
	3	03.01.19	04.01.19	Revised GR 3.40(1)	48
	4	03.01.19	04.01.19	Revised GR 3.42	49
19	1	19.01.19	22.01.19	Revised SR 3.47.1	50
20	1	22.02.19	25.02.19	Revised SR 3.78.3	88/89
	2			Revised SR 3.26.1	39

21	1	14.03.19	15.03.19	Revised SR 16.03.06 (e)	336/3 37
22	1	22.02.19	25.02.19	Revised SR 4.62.1 (e)	169
23	1	27.04.19	30.04.19	Revised SR 3.51.1 (b)	54
24	1	08.05.19	10.05.19	Revised SR 3.51.1 (b)	54
25	1	11.09.19	16.09.19	Revised SR 16.04.2	337
26	1	18.02.20	05.03.20	Revised SR 4.62.4 added below 4.62.3	171
27	1	21.08.20	31.08.20	Revised SR 4.10.2 added below 4.10.2	106
28	1	29.12.20	31.12.20	New SR 2.01.1	07
	2	29.12.20	31.12.20	New SR 4.19.6	124
	3	29.12.20	31.12.20	Add note below SR 4.42.3	159
29	1	09.04.21	10.04.21	GR 3.07 sub rule (7) substituted	18
30	1	18.11.21	20.01.21	Revised SR 1.03.1 (a)	06
31	1	29.11.21	30.11.21	Amendment Slip no. 11 is Revised SR 3.61.2(a)	69

West Central Railway



GM's Office
Operating Branch
Jabalpur,

No. WCR/JBP/T- 732/G&SR

Dated 27.05.2017

DRM/JBP,BPL,Kota
Sr. DOM/ JBP,BPL,Kota
Sr. DSO/ JBP,BPL,Kota
P/ZTRI/BSL,UDZ

C/S - 01

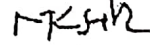
Sub: Amendment Slip No. 01 to the WCR/G&SR 2005 (English)

In terms of SR 1.02 (5) 1(a) I hereby authorized to issue Amendment to issue amendment in Subsidiary Rule No. 14.10.1 at page 276 as under:

SR 14.10.1 In addition to above, after arrival of a train, before closing the block section at roadside stations, points in rear on double line and points in rear and ahead on single line must be set against the occupied line to prevent any collision as per SR 3.38.2.

Due to an accident or otherwise, when it is not possible to set the points against the occupied line as above, the SM of the station in rear shall be advised to issue caution order to the Loco Pilot approaching to the station. After advising the SM in rear, block section may be closed after fulfilling the conditions of the above GR.


In case of Junction/Bigger stations/Yards where multiple home signals are provided and yard is fully track circuited, under special instructions, block section may be closed when train is arrived and line is clear up to adequate distance beyond first/subsequent home signal/signals and Block Proving Axle Counter is giving clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of a train to the Station Master.


(Manoj Seth)
COM/WCR

C/- Secretary to GM- For kind information of GM.

C/- ED(Safety) Rly. Board for information please.

C/- AGM,PCE,COM,CPTM,CTPM,CFTM,CSO,CCM,CME,CSTE,CEE,CPRO,
CMD,CSC,FA&CAO.


(Manoj Seth)
COM/WCR

Amendment Slip No. 02 to the WCR/G&SR 2005 (English)

[1] New SR 3.78.5 is added below SR 3.78.4 at page 91 and to be read as under:

SR 3.78.5 (a) No exclusive/separate road learning is required for Guard/LP/ALP of the train for new line in doubling/tripling of existing line/lines parallel to existing lines in the sections.

(b) However, road learning will be required for new section or having doubling or tripling which are not in same parallel section or take a defour from existing alignment, for such new sections or doubling/tripling line rule applicable in SR 3.78.3 (a) shall be made applicable.

(c) Before start of journey in newly double/third line section Loco pilot shall take all details of new location of signals from concern lobby supervisor.

(d) On opening of second line/third line/middle line or introduction of IBS in existing section, caution order will be issued for 4 months with specific location of new signals kilometer wise and orientation wise (i.e LHS or RHS).

(e) In first trip of Loco Pilot in the section Loco Pilot will be accompanied by LI or additional LP who is already conversant with new line in each direction only. Loco Inspector or additional Loco Pilot will intensively counsel LP and ALP about location of the newly commissioned signals en-route and other related information about new line and entry of the counseling shall be made in performance book of LP/ALP indicating date and section of counseling.

Date: 12.06.2017

C/S -02

MSeth
(Manoj Seth)
COM/WCR

12/6/17

Amendment Slip No. 03 to the WCR/G&SR 2005 (English)

- [1] In view of Board basing of safety organization, revisions are made in following SRs:-

SN	SR Rule	Pg No.	Line No.	Existing	Revised as
1	4.27.2(g)	138	4	CSO's	COM's
2	4.65.3(b)	174	5	Sr. DSO/DSO	Sr. DOM(G) or DOM(G)
3	15.18.2(2)	303	2	CE/CTE/CBE/COM/CSO/ CSTE/CEE	PCE or CTE or CBE or COM or CTPM or CSTE or CSE or CEE or CEDE
4	15.18.2(13)	306	2	CE/CSO/DRM	PCE or COM or DRM
5	15.18.2(18) (a)	313	3	CSO/DRM	COM or DRM

- [2] New item SR 5.23.8 is to be added below SR 5.23.7 at page No.197 and to be read as under:

SR 5.23.8 Action to be taken by Loco Pilot, Assistant Loco Pilot and Guard when the train is stalled in block section due to accident, failure, obstruction or any other reasons:

If MR pressure starts dropping while train is stationary, Loco Pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Guard as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Guard regarding dropping of MR pressure and thereafter the Guard will secure the train with wedges in the last vehicle.


(Ref.) Rly.Bd's Letter No 2012/Safety(A&R)/19/1 dated 08.12.2016}

- [3] SR 3.64.5(c) at page 71 is revised to be read as under:-

SR 3.64.5(c) The normal shelf life of detonators manufactured during 2010 and thereafter shall be 5 years, reckoned from the year of its manufacture. It can however be extended for maximum of 3 more years, provided that detonators which are more than five year old are effective. For this purpose two detonators of each batch/lot should be tested at the end of 5 years and if the result of these tests are satisfactory, life of detonators of that batch should be extended for one more year, on expiry of which similar tests should be conducted annually to extend the life of detonators of that particular batch/lot upto maximum of 8 years from the year of manufacture. After the expiry of this period, unused detonators shall be returned to the issuing officer after receiving the replacement.

Date: 14.06.2017

C/S - 03


(Manoj Seth)
COM/WCR

Amendment Slip No. 04 to the WCR/G&SR 2005 (English)

[1] New SR 4.31.4 is added below SR 4.31.3 at page 150 and to be read as under:

(a) Procedure for brake continuity on air brake passenger trains-

Before starting the train either from originating station or after any attachment/detachment of coaches/loco change of locomotive (from diesel to electric or vice-versa) enroute, the Loco Pilot and Guard must carry out this test as soon as possible after the locomotive or coaches is coupled or re-coupled to ensure continuity of the brake pipes throughout fitted portion of the train when all shunting work has been completed.

1.1 The brake continuity test must be carried out on the train in the following circumstances without exception:

1.1.1 Locomotive or additional locomotive is attached to the front of the train.

1.1.2 One or more coaches are attached in any position of the train.

1.1.3 One or more coaches are detached from any position other than the extreme rear.

1.1.4 After any brake defect or irregularity attended by closing Angle cock or detaching BP or FP hose of any coach or locomotive on the train which has affected the continuity.

1.2 The brake continuity test need not be carried out on the train in the following circumstances:

1.2.1 When locomotive other than train locomotive is detached from the extreme front of the train.

1.2.2 When train locomotive is used for 'complete' brake test of the whole train and is not thereafter detached before starting.

1.2.3 When the train locomotive or coach is detached from the extreme rear of the train.

1.3 The following procedure shall be followed for the test.

1.3.1 First of all it must be ensured that all angle cocks of BP & FP are in open position. However, rear end angle cocks of rear most coach and free end angle cocks of locomotive should be kept in closed position.

1.3.2 The Loco Pilot & Guard must confirm for the test by means of communication.

1.3.3 The Loco Pilot must charge the BP & FP pressure of the train and check that 5.0 ± 0.1 Kg/cm² and 6.0 ± 0.1 Kg/cm² pressure is registered respectively in BP & FP Gauge in the leading driving compartment and confirm from the Guard that minimum 4.8 Kg/cm² & 5.8 Kg/cm² pressure is registered respectively in BP & FP Gauge in the rear SLR.

1.3.4 The Loco Pilot must then without delay carry out the following:
The Loco Pilot must reduce BP pressure to 4.0 Kg/cm² by moving the A-9 automatic brake valve handle towards application position and confirm from the Guard that the pressure registered in BP Gauge in the rear SLR is within the range of 3.6 to 4.0 Kg/cm², otherwise, it indicates discontinuity in brake pipe, which should be attended by the TXR staff. After correction of any fault a further brake continuity test commencing at step 1.3.3 must be carried out.

1.3.5 After step at 1.3.4, the Loco Pilot must then recharge the BP pressure by moving the A-9 automatic brake valve handle to 'RELEASE' position and check that 5.0 ± 0.1 Kg/cm² pressure is registered in BP Gauge in the locomotive and confirm from the Guard that minimum 4.8 Kg/cm² pressure is registered in BP Gauge in the rear SLR.

1.3.6 After the brake pipe pressure has stabilized in the locomotive and rear SLR/last vehicle, the Loco Pilot must then cut off air supply for the Brake Pipe either by moving the automatic brake valve handle to 'HANDLE OFF/NEUTRAL' position if available or by closing the brake pipe isolating cock handle provided between additional C-2 relay valve and brake pipe of the locomotive. The Guard must then without delay carry out the following:

C/S - 05

Amendment Slip No. 05 to the WCR/G&SR 2005 (English)

SR 4.19.3 on page 122 is to be read as under-

SR 4.19.3. Loco Pilot's personal stores:-

(a) In addition to items given in GR 4.19, a Loco Pilot must also be in possession of the following:-

- (1) Accident Manual complete and upto date or such portion thereof supplied to him.
- (2) 10 Detonators in a case.
- (3) 2 hand signal lamps of approved design.
- (4) 2 red and 1 green flags mounted on sticks.
- (5) Loco Pilot's memo book (T215-B/Rev.1955).
- (6) Key for resetting ACP valve for air braked passenger carrying coaches.
- (7) One spare Flood light and cab light bulb.
- (8) One LED based Tri-Colour flashing hand signal lamp.
- (9) Trouble shooting guide (for Diesel Loco Pilots only) and Trouble shooting directory or operating manual for AC Loco Pilots.
- (10) Speed calculator (if provided under special instructions).
- (11) A light weight compact portable telephone to all Loco Pilots working in electrified section.

(b) Each Assistant Loco Pilot shall have following items along with a handy bag:-

- (i) Tri-colour Torch.
- (ii) Red & Green Flag.
- (iii) Hammer - cum - Screw Driver.
- (iv) Working Time Table.

(c) On Diesel Locos, two fire extinguishers and in DC/AC locos two fire extinguishers in each of the two driving cabs must be provided. The type of the fire extinguishers so provided shall be decided by GME for Diesel locos and by CEE for electric locos.

In addition to above one emergency field telephone/portable field telephone/Mobile Radio set, wooden wedges, one spare hose pipe for vacuum braked trains and one spare feed pipe/brake pipe for air braked trains should also be provided. The Loco Pilot must satisfy himself that necessary tools are provided in the driving cab or engine.

(d) Lf/Supervisor in-charge of loco shed will check each Loco Pilots/Assistant Loco Pilots stores once in three months.

Ref: (Rly. Board's letter No. 2010/Safety (W&R)/19/18 dated 21.07.2017)

Date: 2.08.2017


(Manoj Sethi)
COM/WCR

Amendment Slip No. 06 to the WCR/G&SR 2005 (English)

[1] New SR 4.25.1 item no. 1 at page 134 is revised as 1 (a) and (b) and to be read as under:

SR 4.25.1 Guards, Guard's journal and vehicle guidance:-

(1) (a) No train shall run without a Guard. When a brake van is not provided the Guard shall travel in the engine. However, in case of operational exigencies under special circumstances, only during day time, a goods train can be run without a Guard with prior approval of Sr. DOM/DOM, in such case a qualified Group 'C' staff should be deputed to perform the duties of Guard who shall carry with him minimum Guard's equipment including detonators, LED flashing hand signal lamp, Red and Green Flags, H S Lamp etc. required for protection of the train and its safe running. Record of such goods train run shall be maintained in a separate register in the control office.

(b) However, in case of operational exigencies under special circumstances:-

(i) If qualified group 'C' staff is also not available at station as mentioned in SR 4.25.1.1(a), running of train without Guard should be done with the personal approval of Sr. DOM/DOM and in that case such of the duties of the Guard shall be performed by the Loco Pilot. Train without Guard will not run in night, thick, foggy weather, during total failure of communication and single line working on double line section except in case an emergency such as when a Guard has fallen down or sick or left behind or any mishap necessitating running of train without Guard may be allowed to continue its journey for a short distance up to next nearby station where it can be properly stabled and Guard/qualified group 'C' staff to be subsequently arranged.

Detail procedure for running of trains without Guard/qualified group 'C' staff during emergency is as under:-

(ii) It should be ensured that the train is provided with continuous vacuum/air pressure from the engine to the rear most vehicle, which may be a brake van. If the Guard could not be arranged at the station of the train, where C&V staff is available, the SE (C&V) shall mention the number of brake van on brake power certificate issued for such a train. And if no Guard is provided at any intermediate station or the crew changing station, the Loco Pilot on being informed by the SM, shall examine the brake power of the train and ensure that the rear most four pistons are in working order. Before signing the vacuum/brake power certificate the Loco Pilot shall ensure that the required amount of vacuum/air pressure is provided in the brake van. Vacuum/pressure gauge shall be provided by the originating station.

(iii) Red flag available with Loco Pilot shall be fixed at the tail end of the rear most vehicle by the Loco Pilot.

(iv) Caution Order shall be issued to the Loco Pilot by the SM with necessary endorsement stating that the train is to run without Guard and section controller shall also be advised of the fact under exchange of private numbers; who will inform the station enroute. The SM on getting the train number, will inform the end cabin, where provided, and gatemen of all the level crossing gates en route provided with telephonic communication accordingly under exchange of private numbers.

3001 Safety

- (v) The fact that the train is running without Guard and also the last vehicle number shall be mentioned in each line clear inquiry and reply message, and with the departure report while working train on Automatic Block System. Line clear enquiry message and reply shall be recorded in the train signal register. A separate private no. shall include the number of the last vehicle of the train and this No. shall be exchanged stating that the train is running without Guard.
- (vi) The SM of the Block station working the intermediate, block stop signal, on becoming aware that the train is running without Guard, shall before dispatching such a train, treat the entire section upto the block station immediately ahead of the intermediate block post as one block section and obtain line clear for the block section between intermediate block stop signal and the block station in advance.
- (vii) Asstt. Loco Pilot will keep a continuous look out, while running through a station, towards the rear, and shall acknowledge any danger signal shown by the station staff.
- (viii) When such a train stops at a station the Station Master/Switchmen/Cabinmen shall ensure that the train has arrived complete and is standing clear of the fouling mark.
- (ix) Such train should run at the speed of 30 kmph while passing through the stations.
- (x) When such a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train cannot proceed further, he shall immediately on single line, protect the train in front and the Asst. Loco Pilot in the rear. In case of double line, when adjacent line is not blocked, the Loco Pilot shall protect in front and Asst. Loco Pilot in rear. In case adjacent line is blocked the Loco Pilot shall first protect the adjacent line and then his own line in front and Asst. Loco Pilot in the rear.
- (xi) No train will run without Guard/qualified group 'C' staff in Budni-Midhat-Choka-Barkhera (both up and down direction) sections of Bhopal division.
- (xii) In automatic block sections/CTC territory, 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.

Date: 11-08-2017

MKSR
(Manoj Seth)
COM/WCR

11/8/17

Amendment Slip No. 07 to the WCR/G&SR 2016 (English)

[1] SR. 4.09.1(6)(e) at page 105 to be Corrected as under:-

C/S - 07

- SR. 4.09.1(6)(e)(i) The Loco Pilots and the Guards should hand over the Caution Orders to the Lobby Supervisors at the end of their journey along with other train papers.
- (ii) Incoming Loco Pilots and Guard who are regularly relieved enroute station due to link working, in section mentioned in caution order, will also hand over caution order received from last caution notice station to out going Loco Pilots and Guard along with other train documents. Lobby supervisor (Loco) and station master to ensure by regular checking that the correct procedure is being followed for Crew and Guard respectively.
 - (iii) In case there is deference between two caution orders LP/ALP/Guard will follow the restricted caution order. This fact will be brought into notice at the end of journey in register kept in lobby and also advise Station Master before start of journey through wailke talkie.

Amendment Slip No. 08 to the WCR/G&SR 2016 (English)

[1] SR 16.03.1 at page 333 is to be revised read as under-

S.R.16.03.1(a) Detailed Gate Working Instructions for all type of the gates shall be prepared including the normal position of the gate. The Gate Working Instructions for all traffic gates and the engineering gates provided with telephone shall be incorporated in the SWR of the station. These instructions shall be framed by engineering branch signed by Sr.DEN with prior approval of Sr.DOM and Sr.DSTE. In case there is no Sr.DEN in charge of the section, DEN incharge of section shall sign the Gate working instructions. A copy of these rules/relevant extract from the Station Working Rule should be hung up at the gate lodge at manned level crossing.

(b)The gate working instructions shall be prepared in English and Hindi / vernacular languages. The rules regarding validity & renewal will be the same as prescribed in SWR.

Date: .10.2017

C/S - 08

(Manoj Seth)
PCOM/WCR

- [1] SR. 3.75.1 Passing intermediate block stop signal at 'on' at page 85 & 86 is revised and to be read as under

C/S - 09

- (a) When a Loco Pilot finds an IBS at 'On', he shall bring his train to a stop in rear of the signal, advise the Guard of the fact by sounding one long continuous Whistle at distinct intervals and contact the SM of the block station in rear, on the telephone provided for the purpose on the signal post.
- (b) The SM, on being contacted on telephone by the Loco Pilot, finds that the signal is defective, he shall, after obtaining 'Line clear' for the train from the station in advance, and if LC Gate is also protected by the IBS or LC Gate signal is located less than 1Km in advance of the IBS, after receiving Private Number from the Gateman for closure of the LC Gate to road traffic, authorise the Loco Pilot on the telephone to pass the IBS at 'on' and enter the block section ahead. SM shall also advise the Loco Pilot of the Private Number under which he had received 'Line Clear' from the station in advance and, if applicable, the Private Number he had received from the Gateman of the LC Gate. In case the LC Gate telephone is not connected with his station, the SM shall obtain Private number for closure of LC Gate against road traffic from the SM of station in advance. The Loco Pilot will note this/these Private Number(s) in his Memo Book and proceed further at the normal speed subject to other speed restrictions in force.
- (c) In case of telephone provided at the IBS post, is out of order or the Loco Pilot is unable to contact the station in rear, he shall wait for 5 minutes at the signal and if within this period the signal is not taken 'off' he shall, after advising the Guard of this fact by sounding one long whistle which may be repeated as necessary and after exchanging all-right signals with him, pass the IBS at 'on' and proceed cautiously into the block section ahead. When such a signal is passed in this manner, the speed of the train shall not exceed 15 KMPH, if visibility is good. Where, due to any reason, the line ahead cannot be seen clearly, the Loco Pilot shall proceed at a very slow speed, which shall under no circumstances exceed 8 KMPH. Loco Pilot shall be extremely vigilant and shall also lookout for LC Gate signal(s)/LC Gates enroute observing GR 3.73(2)(b) and (c) and continue to proceed cautiously till he reaches the foot of Home signal of next station, even if this Home signal is in 'off' position the Loco Pilot shall continue to look out for any possible obstruction short of the same till he comes at the foot of Home signal and will further act upon it's indication only after he has reached Home signal. After being received at the block station ahead, the Loco Pilot shall report the failure of the signal/the telephone, as the case may be, to the SM.

- (d) If the SM of the block station in rear of an IBS is aware that the IB signal is defective, before dispatching a train, he shall, obtain 'Line Clear' for the block section between the IBS and the block station in advance, and if LC Gate is also protected by the IBS or LC Gate signal is located less than 1Km in advance of the IBS, receive Private Number from the Gateman for closure of the LC Gate against road traffic, and then issue a written authority on Form T 369(3b) to the Loco Pilot to pass the IBS ahead at 'on' without stopping at the signal. In case the LC Gate telephone is not connected with his station, the SM shall obtain Private number for closure of LC Gate against road traffic from the SM of station in advance. An endorsement shall be made on the authority that 'Line Clear' for the block section from IBS to next station has been obtained and quote the Private Number received from the station in advance in the space provided and if applicable, also endorse Private Number received from the Gateman of LC Gate.

Note :

- (1) On those sections, where due to gradients and other local conditions, the Loco Pilot cannot leave the engine, he should sound two long and two short whistles distinctly for the Guard to assist and come to engine. In such cases the duties of the Loco Pilot will devolve upon the Guard.
- (2) During thick, foggy or tempestuous weather impairing visibility, the working of IBS shall be suspended.

Dated: 27.03.2018

MR Seth
(Manoj Seth)
PCOM/WCR
27/3/18

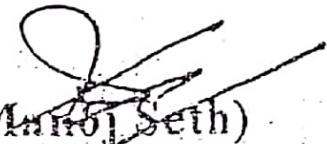
C/S -10

Correction Slip No.10 to the WCR/Accident Manual 2004.

- [1] Chapter VII At page no. 69 para 706 (2) and page no. 70 para 706 (11) is revised and to be read as under:-
- para no 706 (2) In case CRS or CCRS in not in a position to inquire into serious accident cases involving a coaching train, notified to him under Section 113 of Railway Act, the inquiry shall be carried out by a committee of SA Grade officers and CSO of the railway shall be the convener of such committee. The Accident Inquiry Report of the committee shall be accepted by the General Manager of the Zonal Railway.
- para no 706 (11) All inquiries will be ordered by the concerned DRM except for inquires falling under item (2) and (3) above wherein the General Manager will order the inquiries.

(Rly Bd's letter No. 2005/safety(A&R)/6/4 Pt. dated 27.07.2017)

Date: 23.08.2017


(Manoj Seth)
COM/WCR

C/S -11

Amendment Slip No. 11 to the WCR/G&SR 2016 (English)

[1] SR. 3.61.2(a) 'Precautions during fog' at page 69 is revised and to be read as under:-

SR. 3.61.2 Precautions during fog-

- (a)(i) Speed during fog in absolute block system- The Loco Pilot shall not exceed the speed of 60 KMPH in absolute block system. The speed of the locomotives provided with the fog safe device can be raised up to 75 kmph subject to the judgment of the Loco Pilot. Depending upon the severity of the fog, the Loco Pilot shall control the speed of the train.
- (ii) Speed during fog in automatic section- After passing an Automatic stop signal at 'Green', the speed shall not exceed 60 kmph. After passing an Automatic stop signal at 'Double Yellow', the speed shall not exceed 30 kmph. After passing an Automatic stop signal at 'Yellow', the Loco Pilot shall run at a further restricted speed so as to be prepared to stop at the next stop signal. Depending upon the severity of fog, the Loco Pilot shall control the speed of the train.

[1] SR. 16.03.05 at page 336 is to be revised and read as under:-

SR. 16.03.05: Interlocked Engineering and Traffic level crossing gates connected to station with telephone and provided with signal with their normal position open to road traffic.

1. (a) Traffic gate- Before giving permission to any train to leave station or before taking off the reception signal, SM will inform the Gateman on telephone about the train number, description and direction of the train. Suitable entries shall be made in TSR by SM and in gate log book by gateman.
- (b) Engineering gate- (i) Before giving permission to any train to enter the block section, SM will inform Gateman on telephone about the train number, description and direction of the train. Suitable entries shall be made in TSR by SM and in gate log book by gateman.
(ii) Gateman shall obey all instructions in regard to closure of gate for the safe running of trains.
2. Gateman after receiving this information on telephone shall close and lock the gate for road traffic, after which he will take off the gate signal or transmit the key to the SM as the case may be.
3. In case of failure of gate telephone, action shall be taken as per SR 16.03.02 (c)
4. In case of failure of interlocking of gates and signals due to defects or damages in leaves/barriers/keys, the gate should be treated as non-interlocked and trains shall be worked according to rule stipulated for non-interlocked gate connected with telephone.

[2] SR. 16.03.06 at page 336 is to be revised and read as under:-

SR. 16.03.06: Non-interlocked Engineering and Traffic level crossing gate connected to station with telephone and with normal position closed to road traffic:-

1. Gateman must seek permission from Station Master for opening the gate.
2. Before granting such permission, SM shall ensure that no train is moving towards the level crossing gate. After that, permission will be granted with exchange of private number and an entry to this effect will be made in train signal register by SM and in the gate log book with red ink by Gateman.
3. After exchanging the private number from SM, Gateman will enter it in the gate log book and then will put red banner flag by day and red light by night at a distance of 5 meters away from the gate on both sides and only then will open the gate for road traffic.
4. After passing the road traffic, the gate shall be closed and locked for road traffic and banner flag/red signal will be removed by Gateman. SM shall be advised to this effect with exchange of private number and an entry will again be made by the Gateman in the Gate log book indicating the time of entry and by the Station Master in the train signal register.
5. After closing and locking the gate against road traffic, the Gateman shall not open it again under any circumstances until he receives permission supported with exchange of private number from SM to this effect.
6. SM must ensure opening of gate, if required, minimum three times in an hour for duration of five minutes each to pass the road traffic so that there is no undue pressure on gateman from road users but procedure as laid down in above para 1 to 5 shall be observed.
7. If the gate telephone goes out of order after granting permission to open the gate, trains will be worked according to SR 16.03.2 (C).
8. However, the Gate once closed can be opened by the gateman (after passage of train/trains or change in planning of train movement etc.) with the permission of Station Master as the need of opening is known to Gateman according to road traffic to be cleared. It can be done only after exchange of private number from the controlling Station Master who will ensure that there is no train movement towards the level crossings on single/double/multiple lines.

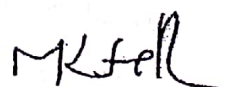
[3] Add new SR. 16.03.07 at page 337 is to be revised and read as under:-

Non-interlocked Engineering/Traffic level crossing gate provided with telephone, with normal position "Open to Road Traffic"

1. Before permitting a train (by granting line clear to station in rear or by taking 'off' the departure signal for the train) to enter the block section, the SM shall advise the Gateman, the number description, direction and the expected time of passage of train at the gate supported by private number and an entry to this effect will be made in train signal register by SM and in the gate log book by Gateman.
2. The Gateman on receipt of the advice shall close and lock the gate against the road traffic and thereafter confirm the same to the SM supported by Private Number and an entry to this effect will be made in train signal register by SM and in the gate log book by Gateman.
3. SM will 'take off' the departure/reception signals after getting the Private Number of the Gateman.
4. Gate once closed for road traffic must, on no account be opened unless this is authorized by the Station Master, under exchange of Private Number. After exchanging the private number from SM, Gateman will enter it in the gate log book and then will put red banner flag by day and red light by night at a distance of 5 meters away from the gate on both sides and only then will open the gate for road traffic.
5. Gate once closed can be opened by the Gateman (after passage of train/trains or change in planning of train movement etc.) with the permission of Station Master as the need of opening is known to Gateman according to road traffic to be cleared. It can be done only after exchange of private number from the controlling Station Master who will ensure that there is no train movement towards the level crossings on single/double/multiple lines.
6. If gate telephone goes out of order after granting permission to open the gate, trains will be worked according to SR 16.03.2 (C).

- Remarks:-
1. This revision shall take effect from 01.10.2018, meanwhile divisions should modify gate working rules and Sr. DOMs/Sr. DENs (Co)/Sr. DSOs/Sr. DEE (Operation)/Sr. DME (Operation) should make sure that the field staff has correctly understood the changes and obtain their acknowledgement by 30.09.2018.
 3. Divisions shall educate the Gatemen and the Station Master of the serving station with which the gate is connected on telephone. A smooth change over should be ensured by deputing TIs/PWIs (JE/SE/P.Way) for a period of 2-3 days at the LC gates and stations.
 4. The implications of the change shall have to be communicated to the concerned staff in the periodical Refresher/Competency Courses of TIs/Station Master/PWIs (JE/SE/P.Way)/Gateman etc. both in the ZRTIs; Safety Camps and Engineering & Traffic Divisional Training Centers.
 5. DRMs shall ensure that above precautions have been done before the implementation of Amendment slip.

Dated: 05.2018


(Manoj Seth)
PCOM/WCR

C/S - 13

Amendment Slip No. 13 to the WCR/G&SR 2016 (English)

[1] Item no 5 of SR 16.03.07 issued vide Amendment slip no. 12 is to be revised and read as under:-

SR 16.03.07 revised item no 5-

Gate once closed can be opened by the Gateman (after passage of train/trains or change in planning of train movement etc.) with the permission of Station Master as the need of opening is known to Gateman according to road traffic to be cleared. It can be done only after exchange of private number from the controlling Station Master who will ensure that there is no train movement towards the level crossings on double/multiple lines. However, on a single line, the Gateman can open the gate after the complete passage of the train from the gate by observing the tail board/tail lamp without exchanging private number with station master to clear the road traffic.

Amendment Slip No. 14 to the WCR/G&SR 2016 (English)

[1] New SR 3.47.1 at page 50 is added below GR 3.47 and to be read as under:

SR 3.47.1 Simultaneous Movement of Trains –

- (a) At Interlocked Stations on single line, where trains are permitted to run through, signals may be taken 'OFF' for simultaneous movement of two or more trains, provided-
- (i) The station yard is so laid out and the interlocking is so arranged that each train is received on a line which is isolated from the other line/lines OR;
 - (ii) Approved Special Instructions have been obtained and notified AND;
 - (iii) Such procedure is incorporated in the Working Rules of the Station.
- (b) At Interlocked Stations on single line where no trains are permitted to run through, and the lines are not isolated, signals may be taken 'OFF' for simultaneous movement of two or more trains, provided-
- (i) General Rule 3.40 is complied with, AND;
 - (ii) Such procedure is incorporated in the Working Rules.
- (c) At Major/Junction Stations, signals may be taken 'OFF' for two or more trains for simultaneous movement, provided;
- (i) The Station is so laid out and the Interlocking is so arranged that each train is received on a line which is isolated from the other line/lines OR;
 - (ii) General Rule 3.40 is complied with, OR;
 - (iii) Under Special Instructions, during train movement on Main Signal, non-isolated simultaneous movements in the same direction may be allowed beyond minimum 120m distance from the place at which the train is required to come to a stand, AND/OR;
 - (iv) Under Special Instructions, during train movement on Calling-on signal, non-isolated simultaneous movements in the same direction may be allowed beyond the place at which train is required to come to a stand, AND;
 - (v) Such procedure is incorporated in the Station Working Rules.

Dated: .07.18

C/S -14


(Manoj Seth)
PCOM/WCR

10/11/18

Amendment Slip No. 15 to the WCR/G&SR 2016 (English)

SR 4.19.3 (b) at page 122 is revised and to be read as under:

SR 4.19.3 (b) Each Assistant Loco Pilot shall have following items along with a handy bag-

- (i) Tri-colour Torch
- (ii) Red and Green Flag
- (iii) Working Time Table

C/S -15

Amendment Slip No. 16 to the WCR/G&SR 2016 (English)

- (1) SR 3.78.3 is being amended on page 88 to 89 and to be read as under:

SR 3.78.3(a) Every newly appointed Loco Pilot/Assistant Loco Pilot/Guard or new to the section should be given 3 trips (up and down direction separately) for learning road out of which one must be by night to familiarize himself with the section (s) on which he is rostered for duty. On ghat section and automatic territories minimum 6 trips of road learning shall be provided in both the directions. If more than one line is available in a section, at least one trip road learning in each line shall be provided.

- (b) On promotion to or officiating as LP (Goods) road learning as prescribed in SR 3.78.3(a) has to be provided to Loco Pilot to understand train dynamics.
- (c) If Loco Pilot/Assistant Loco Pilot/Guard has not operated on a section for over 3 months, he should be given road learning trip/s as per the schedule given below:

Duration of absence	No. of trips	No. of trips on Ghat Section and Automatic territories
1) 3 to 6 months	One trip	Three trips
2) 6 months to 2 years	Two trips	Three trips
3) Over 2 years	Three trips	Six trips
4) In newly Commissioned IBS in section	One trip may be provided.	One trip may be provided.

- (d) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.
- (e) The scale of the trips provided as above would apply to all systems of working.
- (f) A register should be maintained at the crew booking point. A Loco Pilot/Assistant Loco Pilot/Guard should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of the last trip performed by a Loco Pilot/Assistant Loco Pilot/Guard on different sections and update it every first of the month. On the basis of these records, depot in-charge should book Loco Pilot/Assistant Loco Pilot/Guard for road learning on a section where it is required.
- (g) The record of Road learning may also be kept in Crew Management system.
- (h) Learning Road rules for Ghat section and Automatic block system will apply for the portion of section /station falling in respective Ghat Section/Automatic Block System only.
- (i) After having road learning, Loco Pilots/Guards gives in writing to depot incharge that they are conversant with section in which they are required to work and this will confirm that they are conversant with both the directions of traffic and all the stations/yards/sidings enroute.

(Rly. Bd's letter no. 2017/Safety(DM)/7/25/Pt.4 dated: 03.07.2018)

(Rly. Bd's letter no. 2017/Safety(DM)/7/25/Pt.4 dated: 22.10.2018)

- (2) New SR 3.78.5 inserted vide Amendment Slip No. 02 below SR 3.78.4 is being deleted with immediate effect.

Dated: .11.2018

C/S -16

(Manoj Seth)

COM/WCR
2/11/18

255

Amendment Slip No. 17 to the WCR/G&SR 2016 (English)

- [1] SR 16.03.1 at page 333 as was revised vide Amendment slip no. 08, is further revised and the following is substituted.

SR 16.03.1. Gate Working Instructions:-

- (a) Detailed Gate Working Instructions for all type of the gates shall be prepared including the normal position of the gate. The Gate Working Instructions for all traffic gates and the engineering gates provided with telephone shall be incorporated in the SWR of the station.
- (b) All the gate working instructions should be signed by Sr. DOM, Sr. DEN and Sr. DSTE. In case there is no Sr. DEN incharge of the section, DEN incharge of section shall sign the Gate working instructions.
- (c) The gate working instructions shall be prepared in Hindi/Engilsh languages and vernacular languages. The rules regarding validity & renewal will be the same as prescribed in SWR.

Date: 31.12.2018

C/S -17

MKed2
(Manoj Sethi)
PCOM/WCR
31/12/18

[1] At page no. 03 in GR 1.02 for clause (31), the following clause shall be substituted namely:-

(31) "Intermediate Block Post" means a class 'C' station on a single line or double line or multiple line remotely controlled from the block station in rear;

[2] At page no. 03 in GR 1.02 for clause (32), the following clause shall be substituted namely:-

(32) "Intermediate Block Signalling" means an arrangement of signalling on single line or double line or multiple line in which a long block section is split into two portions each constituting a separate block section by providing an Intermediate Block Post;

[3] At page no. 48 in GR 3.40(1) of the said rules, the following rules shall be substituted namely:-

3.40. Conditions for taking 'off' Home Signal:- (1) When a train is approaching a Home signal otherwise than at a terminal station, the signal shall not be taken 'off' until the train has first been brought to a stand outside it, unless-

- (a) on a double line, the line is clear for an adequate distance beyond the Starter; or
- (b) on a single line, the line is clear for an adequate distance beyond the trailing points, or for an adequate distance beyond the place at which the train is required to come to a stand."

[4] At page no. 49 in GR 3.42 of the said rules, the following rules shall be substituted namely:-

3.42. Conditions for taking 'Off' Last Stop Signal or Intermediate Block Stop Signal:- (1) On double line, the last Stop signal or Intermediate Block Stop signal shall not be taken 'off' for a train unless Line clear has been obtained from the block station in advance.

(2) On single line-

- (a) The last stop signal shall not be taken 'off' for a train unless line clear has been obtained from the block station in advance;
- (b) for Intermediate block signaling-
 - (i) first, the direction of traffic shall be established and then line clear shall be obtained from the block station in advance as per the established direction of traffic;
 - (ii) only after establishing the direction of traffic the train movement in the 'Station controlled Intermediate Block section' shall be permitted; and
 - (iii) the Intermediate Block Stop Signal shall not be taken 'off' unless the line clear has been obtained from block station in advance and direction of traffic is established.

Explanation.- On Single Line Intermediate Block signalling, the line between two adjacent block stations is divided into two subsections, the first section which shall be termed as 'station controlled intermediate block section' and the section between Intermediate Block signal to First Stop Signal of block station ahead shall be termed as 'block controlled Intermediate Block section'.

(Ref: i) Rly.Bd's Letter No 2017/Safety (A&R)/19/12 dated 20.12.2018)

ii) Gazette of India GSR 1168 (E) S.No. 861 dated 05.12.2018)

Dated 23.01.2019

C/S -18

(Manoj Seth)
PCOM/WCR

Amendment Slip No. 19 to the WCR/G&SR 2016 (English)

SR 3.47.1 at page 50 was inserted vide Amendment slip no. 14, is being deleted with immediate effect.

Date: 19.01.2019

C/S -19

NRJL
~~(Manoj Seth)~~
PCOM/WCR
19.1.2019

Amendment Slip No. 20 to the WCR/G&SR 2016 (English)

- [1] SR 3.78.3 (c) at page 88 to 89 issued vide Amendment slip no. 16 is to be revised and to be read as under:-

SR 3.78.3 (1)(c) If Loco Pilot/Assistant Loco Pilot/Guard has not operated on a section for over 3 months, he should be given road learning trip/s as per the schedule given below:

Duration of absence	No. of trips	No. of trips on Ghat Section and Automatic territories
1) 3 to 6 months	One trip	Three trips
2) 6 months to 2 years	Two trips	Three trips
3) Over 2 years	Three trips	Six trips

Note: In case of commissioning of new IBS, Road learning trip shall not be required.

(Rly. Bd's letter no. 2017/Safety(DM)/7/25/Pt.4 dated: 13.02.2019)

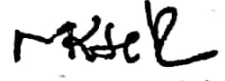
- [2] SR 3.26.1 (2) at page 39 is revised and to be read as under:-

SR 3.26.1 (2) In case of commissioning of a new signal including IBS and Gate signal or shifting of existing signal, Caution order should be issued drawing the attention of the Loco Pilots for a period 90 days with specific location of new signals kilometre wise and orientation wise (i.e LHS or RHS) and entry to that effect be made by the Lobby Supervisor in the register/order book/Computer kept in the crew booking lobbies.

(Rly. Bd's letter no. 2017/Safety(DM)/7/25/Pt.4 dated: 13.02.2019)

Date: .02.2019

C/S -20


(Manoj Seth)
PCOM/WCR
22/2/19

Amendment Slip No. 21 to the WCR/G&SR 2016 (English)

- [1] A New SR is added below of existing SR 16.03.6(e) by replacing SR 16.03.6 (f) at page 336 / 337 and the existing SR 16.03.6 (f) is revised and renumbered as 16.03.6 (g) and reproduced as under-

SR 16.03.6(f) Gateman shall immediately close the Gate against the road traffic after passage of Road traffic and thereafter he will remove the danger signal planted on either side of the gate.

Note: Normal position of all Non-Interlocked Level Crossing Gates should be strictly adhered to, by the Gateman.

SR 16.03.6 (g) The SM and Gateman shall maintain records of transaction of private numbers for all trains in the gate register having following columns:-

(i) For Station Master

Date	Train particulars	Time when SM asked assurance for closure of Gate	Private number given by Gateman		Remarks, if any
			Private number	Time	

(ii) For Gateman

Date	Train particulars	Time when SM asked assurance for closure of Gate	Private number given		Time when train passed the Gate	Remarks, if any
			Private number	Time		

Note- Gateman will make entries related with Time when Gate open for passing road Traffic and Time when the Gate closed after passage of road Traffic in remark column .

Date: 03.2019

C/S -21

(Manoj Seth)
PCOM/WCR
14/8/19

[1] SR 4.62.1 (e) at page 169 is revised and to be read as under:-

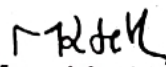
C/S-22

SR 4.62.1 (e) (i) The Concerned Supervisor (Engineering/Mechanical/Electrical) incharge of ART, ARMV including SPART cum ARMV or any other self-propelled vehicle/machine, Tower wagon, Departmental Rolling Stock (coaching stock like camping coaches, mobile training cars, OHE wiring Trains etc. and all the other Departmental wagons in material Trains/ ballast trains /BOBY trains/ working train for electrification/Rail grinding machine trains/ TRT/PQRS(excluding machine) etc. must ensure that the rake/vehicle is examined at least once in 30 days by C&W staff at nominated examination point. or nearest train examination point where facilities exist The BPC issued by C&W staff should be in possession of the Concerned Supervisor (Engineering/ Mechanical/Electrical) incharge before the train/vehicle/machine is allowed to proceed. Periodicity of POH and IOH camping coaches shall be at an interval of 4 years and 2 years respectively. Engineering Official shall be responsible to carry out the maintenance and repairs of Engineering Track Machines (CSM/T-Express/WST/BCM/ FRM/UNIMAT/BRM/DGS/MPT/T-28/UTV/DOUMATIC/TRT/PQRS/SBCM/RGM/DTS/ RBMV etc.) as per their laid down schedules. Departmental camping coaches can be brought out to the nominated/nearest examination point by passenger trains before completion of 30 days.

Note: Periodicity of BPC issued to Tower Wagon shall be 30 days or 4500 kms whichever is earlier.

- (ii) Subject to the availability of manpower, PCME may permit under special circumstance for revalidation of BPC of RE trains only through flying gangs once. Such revalidation would require examination of the RE working trains by the flying gang nominated on the railway at its worksite and such validation will be done for maximum period of 30-days. It shall always be ensured that RE working trains are brought out to the nominated examination depot for proper examination every 60-days. During the examination preceding such revalidation of BPC by flying gang SSE (Mech.), if defect is detected, which can affect safety of train, the train must be brought back to the nominated TXR depot for taking corrective action. The above arrangement of revalidation of BPC shall be applicable only when RE working trains are moving at a Zone/Division on a project. In case these identified trains are getting transferred for working across zonal railways, examination prior to such movement on a nominated depot at the division shall have to be ensured.
- (iii) Notwithstanding the above periodic inspection by the nominated C&W supervisor/Mechanical supervisor, the supervisor in charge/custodian of the rolling stock in question shall carryout inspection of the rolling stock before starting the operation. In case SSE notices/suspects any abnormality in the rolling stock regarding structural and under gear safety, he shall immediately arrange to offer the rolling stock for C&W examination afresh at pit line. The station master shall not give permission to start the departmental train/any departmental rolling stock unless the supervisor incharge produce the valid Safety certificate issued by the nominated Mechanical Supervisor in terms of GR4.31 and GR 4.35. CHC Traffic (Engg.)/Ballast controller should log the maintenance details of examination of the track machines/departmental rolling stocks and remind to the concerned department in writing before 7 days of expiry of the validity.

Date. 22.04.2019


(Manoj Sethi)

PCOM/WCR

22/4/19

[1] SR 3.51.1(b) at page 54 is revised and to be read as under:-

C/S -23

SR 3.51.1 (b) Procedure of working of trains during planned works and failure of Electrically operated points of the cross over:- On receipt of information from the operating staff about failure of the point, S&T staff will try to ascertain the nature of fault and put right the failure. If the S&T staff anticipates that rectification of the failure is likely to take a long time (beyond one hour) or during planned work viz. Non-Interlocked working on account of yard remodeling, accidents, unusualls etc., they will inform the Operating staff in writing on a disconnection memo. Action should be initiated as under:-

- (i) On receipt of such written information from the S&T staff on the disconnection memo, the SM will ensure that the both ends of the affected points of the cross over are correctly set, clamped and padlocked in NORMAL position. The SM shall, under no circumstances remove the clamp in the above setting, unless and until he receives the memo from the S&T staff that temporary modifications have been removed, and the conditions in Para (vii) below are complied with.
- (ii) After so clamping and padlocking the point, the SM shall advise the S&T staff in writing, stating that:-
"Single ended point/both ends of crossover point No. _____ have been clamped and padlocked in the NORMAL position and the necessary temporary modifications to the installations may please be made".
The S&T staff of not below the rank of a SE (Sig), on receipt of such a written advice from the SM, will carry out temporary modifications to the installations so that point steady NORMAL indication is available on the panel, by making NORMAL detection available and restricting the clearance of signals reading over the said point (including overlap) to yellow aspect only.
- (iii) After carrying out the temporary modifications, the S&T staff shall advise the SM in writing that Temporary modifications with respect to Point No... have been carried out" and clearance of __ signal Nos. __ & __ have been restricted to yellow aspect only.
- (iv) On receipt of the advice, as above, the SM will arrange for issue of Caution order to the trains for observing 15 KMPH on the route of concerned signals. This may require advising the SM of the adjacent stations.
- (v) The SM shall arrange for posting of suitable operating staff, not below the rank of a Guard near the affected point for the purpose of monitoring the conditions of clamps and the point after every movement. The staff deputed to monitor the point should be equipped with telephone communication with the SM, HS lamps and flags (red and green) LED based flashing hand signal lamp, detonators and shall arrange for protection of trains in case the condition of affected point or clamps on it warrants the same. In such a condition, he shall also advise the SM on phone to restore the concerned signal to ON position and refrain from taking them to 'Off' for any subsequent move till the condition of the points and clamps is set right.
- (vi) After the defect is rectified, the SE((Sig) in consultation with the SM will remove the temporary modifications done and will give a memo to the SM stating "work with respect to Point No./Crossover No. _____ has been completed and temporary modifications have been removed and the point is ready for testing"

Before acknowledging the memo, the SM will ensure that none of the route sections over the affected point is set and the signals controlling the movement over it are at "ON" position and the tracks are clear. This is for ensuring that no train passes over the affected point during the testing.

(vii) After the point is fully tested, the SE(Sig) will give reconnection memo to the SM indicating that "all the temporary modifications to the installations have been removed and the installation is made fully normal with respect to Point Nb. ____".

(viii) The SM before accepting the re-connection memo shall ensure normal working over the affected point then acknowledge the same and advise the Controller.

Date. 27.04.2019

Manoj Seth
(Manoj Seth)

PCOM/WCR

27/4/19

SR 3.51.1(b) at page 54 is revised and to be read as under:-

SR 3.51.1 (b) Procedure for working of trains during planned works at Electrically operated points of the cross over:- During planned works viz. Non-Interlocked working on account of yard remodeling Action should be initiated as under:-

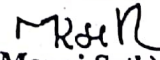
- (i) The Operating official incharge will ensure that the both ends of the affected points of the cross over are correctly set, clamped and padlocked in NORMAL position. The Operating official incharge shall, under no circumstances remove the clamp in the above setting, unless and until he receives the memo from the S&T staff that temporary modifications have been removed, and the conditions in Para (vii) below are complied with.
- (ii) After so clamping and padlocking the point, the Operating official incharge shall advise the S&T staff in writing, stating that:-
"Single ended point/both ends of crossover point No. _____ have been clamped and padlocked in the NORMAL position and the necessary temporary modifications to the installations may please be made".
The Competent S&T official (Sig), on receipt of such a written advice from the Operating official incharge, will carry out temporary modifications to the installations so that point steady NORMAL indication is available on the panel, by making NORMAL detection available and restricting the clearance of signals reading over the said point (including overlap) to yellow aspect only.
- (iii) After carrying out the temporary modifications, the S&T staff shall advise the Operating official incharge in writing that Temporary modifications with respect to Point No... have been carried out" and clearance of ___ signal Nos. ___ & ___ have been restricted to yellow aspect only.
- (iv) On receipt of the advice, as above, the SM will arrange for issue of Caution order to the trains for observing 15 KMPH on the route of concerned signals. This may require advising the SM of the adjacent stations.
- (v) The Operating official incharge shall arrange for posting of suitable operating staff, not below the rank of a Guard near the affected point for the purpose of monitoring the conditions of clamps and the point after every movement. The staff deputed to monitor the point should be equipped with telephone communication with the Operating official incharge, HS lamps and flags (red and green) LED based flashing hand signal lamp, detonators and shall arrange for protection of trains in case the condition of affected point or clamps on it warrants the same. In such a condition, he shall also advise the Operating official incharge on phone to restore the concerned signal to ON position and refrain from taking them to 'Off' for any subsequent move till the condition of the points and clamps is set right.
- (vi) After the completion of planned work, the Competent S&T official ((Sig) in consultation with the Operating official incharge will remove the temporary modifications done and will give a memo to the Operating official incharge stating "work with respect to Point No./Crossover No. _____ has been completed and temporary modifications have been removed and the point is ready for testing"

Before acknowledging the memo, the Operating official incharge will ensure that none of the route sections over the affected point is set and the signals controlling the movement over it are at "ON" position and the tracks are clear. This is for ensuring that no train passes over the affected point during the testing.

- (vii) After the point is fully tested, the Competent S&T official (Sig) will give reconnection memo to the Operating official incharge indicating that "all the temporary modifications to the installations have been removed and the installation is made fully normal with respect to Point No. _____".
- (viii) The Operating official incharge before accepting the re-connection memo shall ensure normal working over the affected point then acknowledge the same and advise the Controller.

Date 08.05.2019

C/S -24


(Manoj Seth)
PCOM/WCR

8/5/19

Amendment Slip No. 25 to the WCR/G&SR 2016 (English)

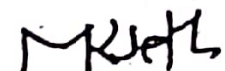
[1] SR 16.04.2 at page 337 is revised and to be read as under:-

SR 16.04.2 Action by gateman in case of any unusual occurrence on train:- The Gateman shall watch all passing trains and keep a sharp look out for any unusual condition like hot axle, loose /hanging part of any vehicle, fire in train, load shifted, spring broken etc., In case he observes anything unusual with the passing train, he shall immediately take following action:-

- (a) Warn the Loco Pilot/guard of the passing train by showing danger hand signal.
- (b) Simultaneously try to draw the attention of the Loco Pilot/guard by whistling continuously, shouting, gesticulating, throwing ballast on the brake van or by any other means.
- (c) In case of train parting, he shall not show stop hand signal but take action in accordance with GR 16.08 and SR thereunder.
- (d) If train crew (Loco Pilot/Assistant Loco Pilot/Guard) fail to take notice or stop the train upon the Gateman's signal, Gateman shall immediately inform the Station Master provided with telephone connections to stop the train at his station and the said train shall be examined.

Date: 11.09.2019

C/S -25


(Manoj Seth)
PCQM/WCR

Amendment Slip No. 26 to the WCR/G&SR 2016 (English)

New SR 4.62.4 is added below SR 4.62.3 at page 171 and to be read as under:

SR 4.62.4: Working of two working trains pertaining to OHE works, in same block section:
when two working trains are required to work in the same block section at different location, following precautions will be observed during train operation:

1. Both the working trains will be joined together and they will enter and clear the block section as one train. Both the working trains will enter in the block section from same Block station and clear at the same station i.e. both the trains can be cleared on either side of the station of Block section but both the trains shall clear at the same Block station. Clearing of Block section by two working trains separately at two Block stations of either end is strictly prohibited.
2. The information regarding the name of the station from where the train will depart and the station where the train will clear and the KMs where the working trains will work shall be given in the requisition memo. Copy of the memo shall be provided to the guards, deputed to work the trains.
3. Blocking of section and clearing the section and issuance of safe memo will be done by TRD supervisor. Both the working trains will work under one in-charge. The in-charge will instruct and supervise the detachment and attachment of working trains in block section.
4. Train should be so formed that motive units are on either ends of the train. Two sets of crew have to be booked to work the trains separately in the block section.
5. Trains will be uncoupled in the Block section and adequate distance will be maintained between two working trains during the work. LV board shall be placed on the last vehicle while entering in the block section and clearing into the station.
6. Protection of working train:- When Working trains are working between stations in the Block section, the official in-charge of the Working train shall depute adequate number of permanent competent TRD staff to protect the train as follows:

The person or persons deputed for protecting the train will proceed to the rear of the train on the double line, and both in rear and in front on the single line, 600 meters and will place a banner flag across the track or in the case of cutting or other obstruction, at such other place not less than 600 meters so that the banner flag is clearly visible to Loco Pilots of approaching trains. The person deputed to protect the train must place two detonators, 10 meters apart near the banner flag. He must shift the banner flag and the detonators when necessary, as the train moves. In station yards banner flags must be placed at either end of the train standing on a line even if protected by signals. If, in emergency when banner flags are not available, men with hand signals should be posted for the protection.

7. The working Staff and Engineer of the both working trains will communicate each other while moving these trains.

C/S -26

8. After completion of the work, if both the working trains cannot be attached, the portion in rear will move at 30 kmph with a sharp look out, maintaining a separation distance of 1000 meters. If the leading portion stops, the guard of leading portion will wave danger hand signal to stop the train in rear. In such case no LV board will be placed on the last vehicle of first portion.
9. Train will stop at First Stop signal (Last Stop signal on the wrong direction or First Stop Signal of the right direction) and the station master will arrange to admit train on signal/piloting.
10. When both the trains cannot be attached, First train will be admitted on signal/piloting subsequent train will wait at first signal. After admission of first train, Station Master will arrange to admit the second train by taking off signal or by piloting as the case may be.
11. After the work when one connected train reaches the station, the TRD in-charge will give memo to Station Master mentioning that no part of the working train is left in block section and the block section is safe for running of trains.

Dated: 18.02.2020


(Manoj Seth)
PCOM/WCR

18/2/2020

Amendment Slip No. 27 to the WCR/G&SR 2016 (English)

[1] New SR 4.10.3 at page 106 is added below SR 4.10.2 and to be read as under:-

SR 4.10.3 Increasing speed of trains to 30 KMPH during NI working with the following Precautionary conditions -

- (i) Speed can be raised up to 30 KMPH with clamp padlocking of points by using suitable clamps.
- (ii) No separate temporary panel is needed and only free home signal shall be given.
- (iii) 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.
- (iv) Physical verification of track shall be done by ASM physically.
- (v) 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.

Note 1. The above conditions should be incorporated in Divisional Circular Notice (DCN) and Temporary Working Instructions (TWI) before introducing the Non- interlock work and should be followed strictly.

2. Other conditions for speed restrictions of non-interlock points shall remain same as per GR 4.10.1

(Ref: i) Rly.Bd's Letter No 2020/Safety (A&R)/19/07 dated 18.03.2020.

ii) Gazette of India G.S.R. 168(E) No. 144 dated 13th March 2020.

Date: 21.08.2020

(Mukul Jain)
PCOM/WCR

C/S -27

Amendment Slip No. 28 to the WCR/G&SR 2016 (English)

1] New SR 2.01.1 is added below GR 2.01 at page 7 and to be read as under:-

SR 2.01.1 The copy of Rules to be supplied by Railway administration under General Rule 2.01 may be hard copy or electronic copy of the document or relevant extracts thereof.

2] New SR 4.19.6 is added below SR 4.19.5 at page 124 and to be read as under:-

SR 4.19.6 Each Guard (with him/her or in Guard van) and Loco Pilot (with him/her or in Loco), while on duty with his/her train, shall have a copy (in hard or in electronic form) of these rules or relevant portions thereof, as supplied to him/her under Rule 2.01 and a copy (in hard or in electronic form) of the working time table and the all correction slips and appendices, if any, in force on that section of the railway over which the train is to run.

(Ref:) Rly.Bd's Letter No 2020/Safety(A&R)/19/12 dated 17.12.2020

3] Add Note at page 159 is below SR 4.42.3 and to be read as under:-

Note :- These rules does not apply to EMU/MEMU/DEMU/PARAKH However, Motorman /Loco pilot, will remain vigilant and take immediate necessary steps to stop the train on noticing danger hand signal.

Dated: 29.12.2020

C/S -28


(Mukul Jain)
PCOM/WCR

Amendment Slip No. 29 to the WCR/G&SR 2016 (English)

[1] At page 18 in GR 3.07 for sub-rule (7), the following sub-rule shall be substituted, namely -

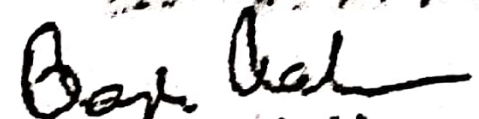
"(7) Under approved special Instructions, a colour light Distant signal may be combined with the last Stop signal of a station in rear or with an Intermediate Block signal or with a Stop signal protecting a level crossing. When a colour light Distant signal is combined, (i) with the last Stop signal of a station in rear or (ii) with an Intermediate Block signal or (iii) with a stop signal protecting a level crossing, arrangements shall be such that the signal shall not display a less restrictive aspect than the stop aspect till Line Clear has been obtained from the station ahead as in case of (i) and (ii) above and until the level-crossing gates have been closed and locked for the passage of trains as in case of (iii) above."

Ref: i) Rly. Board's letter No. 2020/Safety (A&R)/19/12 dated 10.03.2021]

ii) Gazette of India GSR 157 (E) S.No. 116 dated 08.03.2021]

Dated: 09.04.2021

C/S -29


(Rajesh Pathak)


PCOM/WCR

Amendment Slip No. 30 to the WCR/G&SR 2016 (English)

[1] SR 1.03.1(a) at page no. 06 is revised to be read as under:-

SR 1.03.1(a) Any station which cannot be worked under 'A', 'B', 'C' or 'D' class conditions is termed as 'Special' class.

Date: 18..11.2021


(Rajesh Pathak)

Principal Chief Operation Manager
West Central Railway

C/S 30

Amendment Slip No. 31 to the WCR/G&SR 2016 (English)

Amendment Slip No. 11 to the WCR/G&SR 2016 (English) is revised and to be read as under:-

[1] SR. 3.61.2(a) 'Precautions during fog' at page 69 is revised and to be read as under:-

SR. 3.61.2 Precautions during fog-

- (a)(i) Speed during fog in absolute block system- The Loco Pilot shall not exceed the speed of 75 KMPH in absolute block system. Depending upon the severity of the fog, the Loco Pilot shall control the speed of the train.
- (ii) Speed during fog in automatic section- After passing an Automatic stop signal at 'Green', the speed shall not exceed 75 kmph. After passing an Automatic stop signal at 'Double Yellow', the speed shall not exceed 30 kmph. After passing an Automatic stop signal at 'Yellow', the Loco Pilot shall run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note: In case fog safe device is not available in locomotive or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 Kmph or less subject to judgement of Loco pilot.

Date: 29.11.2021

CS - 31


(Rajesh Pathak)

**Principal Chief Operation Manager
West Central Railway**